The Hong Kong Daily Press.

No. 7789 號九十八百七千七第 日一念月十年壬緒光 HONGKONG, FRIDAY, DECEMBER 1ST, 1882. 五拜禮 號一月二十英港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

November 30, YANGTSZE, British str., 719, E. Lee, Canton 30th November, General.—SIEMSSEN & Co.

November 30, CLARA, German bark, 419, T. Lentig, Amoy 28th November, Beans.—MELCHERS & Co.

November 30, MIRAMAR, British steamer, 830, E. J. Duggan, Canton 30th Nov., General.—JARDINE, MATHESON & Co.

November 30, ASIA, German 3-m. sch., 380, C. Haack, Chefoo 22nd Nov., General.—WIELER & Co.

November 30, NESTOR, British str., 1,450, Nish, Swatow 29th Nov., General.—BUTTERFIELD & SWIRE.

November 30, FOKIEN, British steamer, 509, Abbott, Tamsui 28th, and Amoy 29th Nov., General.—DOUGLAS LAPRAIK & Co.

November 30, M. A. DIXON, British bark, 415, J. Cooke, Newchwang 12th Nov., Beans.—ED. SCHELLHASS & Co.

November 30, PRINTEMPS, French bark, 357, F. Gaillard, Keelung 27th Nov., Coal.—CARLOWITZ & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 30TH.

Miramar, British str., for Swatow.
Hwai-yuen, Chinese str., for Shanghai.
Ealing, British str., for Yokohama.
Nestor, British str., for Singapore.
Catharina II., Russian str., for Singapore.
Martha Davis, Amr. bark, for Manila.

DEPARTURES.

November 30, SALTEE, French steamer, for Hoihow.

November 30, ALWINE, German steamer, for Saigon

November 30, CARISBROOKE, British str., for Amoy.

November 30, GREYHOUND, British str., for Hoihow.

November 30, MIRAMAR, British steamer, for Swatow.

November 30, CATHARINA II., Russian str., for Singapore.

PASSENGERS.

ARRIVED.

Per *Nestor*, str., from Swatow, &c.—Mr. Consul Mollendorf, Lieut. Rowlett, R.N., Captain and Mrs. Cook, Mr. Harman, and 600 Chinese.

Per *Fokien*, str., from Tamsui and Amoy.—33 Chinese.

Per *Printemps*, bark, from Keelung.—3 Chinese.

REPORTS.

The British steamer *Nestor* reports left Swatow on the 29th instant, and had fresh monsoon and overcast weather.

The British steamer *Fokien* reports left Tamsui on the 28th inst., and Amoy on the 29th, and had fresh N.E. winds and clear weather throughout. In Amoy strs. *Canton*, *Lorne*, *Oxfordshire*, and Co's str. *Kwangtung*.

AMOY SHIPPING.

November— ARRIVALS.
16, Kwangtung, British str., from Foochow.
16, Fokien, British str., from Hongkong.
16, Chi-yuen, Chinese str., from Swatow.
16, Hailoong, British str., from Taiwanfoo.
16, Alex. Newton, British bk., from N'chwang.
17, Douglas, British str., from Hongkong.
17, Hammonia, German bk., from N'chwang.
18, Hilda Maria, German bk., from N'chwang.
18, Vigilant, British des.-ves., from Foochow.
18, Magenta, British bark, from Chefoo.
18, Cingalee, British bark, from Newchwang.
18, Seewo, British str., from Swatow.
18, Albay, British str., from Hongkong.
20, Juno, German bark, from Newchwang.
21, Namoa, British str., from Hongkong.
21, Triumph, British str., from Shanghai.
21, Rachel, British bark, from Newchwang.
22, Atjeh, Dutch str., from Hongkong.
22, Yung Ching, Chinese str., from Swatow.
22, Fokien, British str., from Tamsui.
22, Kestrel, British g-bt., from Swatow.
23, Douglas, British str., from Foochow.
23, Chefoo, British str., from Shanghai.
23, Laertes, British str., from Hongkong.
24, Albay, British str., from Taiwanfoo.
24, Catharina II., Russian str., from H'kong.

November— DEPARTURES.
15, Seewo, British str., for Swatow.
16, Harter, British str., for New York.
16, Carl Wilhelm, Danish bark, for Bangkok.
16, Chin Hai, Chinese g-bt., for Foochow.
16, Fokien, British str., for Tamsui.
16, Hailoong, British str., for Tamsui.
16, Kwangtung, British str., for Swatow.
17, Douglas, British str., for Foochow.
18, Benledi, British str., for New York.
18, Vigilant, British des. ves., for Hongkong.
18, Seewo, British str., for Shanghai.
19, Chi-yuen, Chinese str., for Swatow.
20, Peter, German 3-m. sch., for Nagasaki.
20, Hammonia, German bark, for Swatow.
20, Albay, British str., for Taiwanfoo.
21, Namoa, British str., for Foochow.
22, Aline, Siamese 3-m. sch., for Bangkok.
22, Yung Ching, Chinese str., for Shanghai.
23, Fokien, British str., for Tamsui.
23, Laertes, British str., for Shanghai.
23, Douglas, British str., for Swatow.
24, Albay, British str., for Hongkong.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice).

Telemachus (s.)	Shanghai	Oct. 16
Nyl Ghau	Shanghai	Oct. 16
Victoria	Hongkong	Oct. 17
Dartmouth	Manila	Oct. 18
Hesperia (s.)	Shanghai	Oct. 19

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Vinnelas	Liverpool	May 10
P. G. Carvill	Penarth	May 20
Vortsetzen (s.)	Glasgow	June 28
Dora	Cardiff	July 2
Valencia	Liverpool	July 15
Marianne	Cardiff	July 15
Arab	Liverpool	July 20
Iquique	Cardiff	July 26
Lina Schween	Cardiff	Aug. 31
Josefina	Liverpool	Aug. 31
Maria	Liverpool	Aug. 31
Chocorna	London	Sept. 2
Weser	Cardiff	Sept. 9
B. P. Cheney	Cardiff	Sept. 9
Maria	Penarth	Sept. 25
Deutschland	Penarth	Sept. 25
Lucy	London	Sept. 27
Tyburnia	London	Sept. 30
Johanne	Cardiff	Oct. 2
Dorothea	Cardiff	Oct. 4
H.M.S. Audacious	Plymouth	Oct. 5
P. N. Blanchard	Penarth	Oct. 10
Whampoa (s.)	Glasgow	Oct. 12
Lucia	London	Oct. 14
Magellanes (s.)	Liverpool	Oct. 15
Sarpedon (s.)	Liverpool	Oct. 17

AUCTION SALES TO-DAY.

J. M. GUEDES,
Valuable Property,
At 3 P.M.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND.........2,350,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—WM. REINERS, Esq.

H. Hoppius, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. S. Young, Esq.
A. McIver, Esq.	C. Vincent Smith, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
9] Hongkong, 19th August, 1882.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL.............. £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.
Hongkong, 1st June, 1882. [11

INTIMATIONS.

FOR SALE; JUST RECEIVED.

REAL SCHIEDAMSCHE JENEVER, PRIME QUALITY IN STONE BOTTLES.
DR. TOWNSEND'S AROMATIC HOLLANDS TONIC, 'POMERANZEN' BITTERS.

BREECH-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOTS.
J. F. SCHEFFER,
Nos. 21 and 23, Pottinger Street.
Hongkong, 1st June, 1882. [799

FOR SALE CHEAP.

THE CUTTER "PINAFORE," 40 feet by 11 feet, built 1880, Extra Timbers Floors and Stringers double Planked and Copper Fastened 1881, ¾ ton LEAD, 4 tons IRON, 5 ANCHORS, 4 CHAINS, OREGON PINE SPARS, all gear &c., good as new.
Address K. care of Office of this Paper.
Hongkong, 12th October, 1882. [1773

SUN SHING,

DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER.
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUN SHING.
Hongkong, 1st May, 1881. [989

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE,
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.
1 Dozen Quarts .... $22.50.
2 Dozen Pints .... $23.50.
Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th August, 1882. [1622

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 37, Tung Man Lane.
Hongkong, 4th March, 1882. [435

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 1st July, 1881. [1261

E. CASSUMBHOY.

FURNITURE WAREHOUSE.
Nos. 9, 11, 12, 13, and 14,
BEACONSFIELD ARCADE,
Opposite the City Hall.
HOUSES OR ROOMS FURNISHED THROUGHOUT ON THE SHORTEST NOTICE.
FURNITURE, PIANOS, &c.,
FOR SALE OR HIRE.
A GOOD SELECTION OF BOOKS.
Some Choice Original Oil Paintings and Water Colours: Chromos, Engravings, &c.
A few Pieces of Genuine Old Porcelain and other Ware.
CHINESE AND JAPANESE CURIOS.
Hongkong, 14th March, 1882. [1720

FOR SALE, CHEAP.

A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from ⅝ to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.
For Particulars, apply to
J. M. ARMSTRONG,
1920] Auctioneer, Queen's Road.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [27

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [31

JOSEPH GILLOTT'S STEEL PENS,
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [910

NOTICES OF FIRMS.

NOTICE.

MR. MAX CARL JOHANN GROTE has been authorized to sign our Firm in Hongkong and China, from this date.
MELCHERS & Co.
Hongkong, 21st November, 1882. [2133

NOTICE.

MR. CARL RUDOLPH HEINRICH EBELL Ceased to sign our firm per Procuration, and Mr. JOHANN THEODOR LAUTS has been authorized to sign our firm per Procuration from this date.
DIRCKS & Co.
Swatow & Formosa, 14th November, 1882. [2089

TO BE LET.

TO LET.

PARSEE VILLA (5 ROOMS), Robinson Road. Also, A TWO STOREY HOUSE (6 ROOMS) in Mosque Junction. Both the above HOUSES have Gas and Water laid on, and immediate possession can be had.
For Particulars, apply to
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 23th November, 1882. [2170

TO LET.

GODOWNS on the Praya, Wanchai.
Apply to
LINSTEAD & DAVIS.
Hongkong, 28th November, 1882. [2173

TO LET.

HOUSE No. 9, MOSQUE TERRACE.
Apply to
LINSTEAD & DAVIS.
Hongkong, 3rd November, 1882. [2023

TO LET.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 2nd November, 1882. [34

TO LET.

COMMODIOUS OFFICE, Praya Central, Suitable for Brokers and Public Companies; besides 2 Sleeping Rooms, with 2 Bath Rooms attached.
Apply to
HESSE & Co.
Hongkong, 2nd September, 1882. [1617

TO BE LET.

(With Possession on 1st of October Next.)

THE PREMISES at present in the occupation of the "NOVELTY STORE" in Bank Buildings.
Apply to
SHARP & Co.
Hongkong, 1st September, 1882. [1658

GRANITE GODOWNS TO LET.

Apply to
Messrs. SHARP & Co.
Hongkong, 7th March, 1882. [459

TO LET.

THE PREMISES at BOWRINGTON known as the OLD INTERNATIONAL ICE HOUSE GODOWN Capable of Storing about 4,000 Tons Coal, Dwelling House attached, &c., &c.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 3rd October, 1882. [1843

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [37

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1047

FOR SALE

GEORGE GOULET & Co.'s CHAMPAGNE
CARTE D'OR, in Cases of 1 doz. Quarts...$17
Do. Do. 2 doz. Pints....$18

We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1882.)

JUNG & Co.'s Choice Qualities
HOCK and MOSELLE,
from $5 to $15 per Case of 1 doz. Quarts.

JOHN HOPKINS & Co.—LONDON
"GLENGARRY" OLD SCOTCH WHISKEY,
In Cases of 1 dozen Quarts, $6 per Case.

JOURNU FRERES Celebrated CLARETS,
CHATEAU BELAIR, CHATEAU SOLLBERG.
PUSTAU & Co.,
Agents.
Hongkong, 3rd October, 1882. [1846

AFONG,

PHOTOGRAPHER,
By Appointment has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire.
New Views of Amoy will be shortly Published, Mr. GRIFFTH being about to proceed there for a short stay.
A Studio for Portraiture is to be opened at that port during his visit.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
The new PROMENADE PORTRAITS are now taken daily.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [59

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.
ADAMSON, BELL & Co.,
Agents.
Hongkong, 4th May, 1881. [847

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.
NORTON & Co., Agents.
Hongkong, 25th May, 1881. [3

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.
ARNHOLD, KARBERG & Co.
Hongkong, January 1880. [918

AUCTIONS.

PUBLIC AUCTION.

In pursuance of instructions from the MORTGAGEE,

MR. J. M. GUEDES will sell by Public Auction,
THIS DAY,
the 1st of December, 1882, at 3 P.M., at the Premises,
That Valuable Leasehold Property Comprising SECTION D of MARINE LOT No. 16, and SUBSECTION 3 of SECTION A of MARINE LOT No. 16A, with the Capital HOUSE thereon, being tenement No. 11, Mercer Street.

The Premises are held from the Crown for the residue of the term of 981 years, and will be sold subject to the existing tenancies and lettings thereof and to the payment of a proportionate part of the Crown Rent.

For Further Particulars of the Property and Conditions of Sale, apply to
J. M. GUEDES,
Auctioneer,
or to
BRERETON, WOTTON, & DEACON,
Solicitors, 35, Queen's Road.
Hongkong, 20th November, 1882. [2119

PUBLIC AUCTION.

THE Undersigned has received instructions from the CAPTAIN SUPERINTENDENT OF POLICE to Sell by Public Auction,
TO-MORROW,
the 2nd December, 1882, at 2 P.M., at his Sales Rooms, Queen's Road.
One BAY AUSTRALIAN HORSE.
Two WHITE CHINESE PONIES.
One GREY Do. PONY.
TERMS OF SALE—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 1st December, 1882. [2189

PUBLIC AUCTION.

THE Undersigned Auctioneer has been instructed by the MORTGAGEE, to offer for Sale by Public Auction,
TO-MORROW,
the 2nd of December, 1882, at 3 P.M., at the Premises,
All that Piece or Parcel of GROUND situate at Victoria, Hongkong, measuring on the North 77 feet 3 inches, on the South 70 feet, on the East 47 feet, and on the West 46 feet, and registered in the Land Office as INLAND LOT No. 359. Together with the 6 HOUSES thereon known as Nos. 1, 2, 3, 4, 5, and 6 Fat Hing Street.

The Premises are held from the Crown for the residue of the term of 999 years and will be sold subject to the Yearly Crown Rent of $30.21 and to the existing tenancies and lettings thereof.

For Further Particulars and Conditions of Sale, apply to
J. M. GUEDES,
Auctioneer.
or to
BRERETON, WOTTON, & DEACON,
Solicitors, 35, Queen's Road.
Hongkong, 20th November, 1882. [2120

PUBLIC AUCTION.

A VALUABLE LEASEHOLD PROPERTY,
lying between Bonham Strand and Wing Lok Street, will be offered for Sale by Public Auction, under instructions from the Mortgagee,
BY MR. J. M. GUEDES, Auctioneer, on
MONDAY,
the 4th day of December, 1882, at 3 P.M., at the Premises, Comprising,
Those several Pieces or Parcels of GROUND situate at Victoria, Hongkong, known and registered in the Land Office as the Remaining Portion of Section A of Marine Lot No. 1, Section E of Marine Lot No. 4, Section F of Marine Lot No. 4, and Subsection One of Section A of Marine Lot No. 4A, Together with the 11 HOUSES, Nos. 3 to 13, Kwong Yune, West Street, inclusive thereon.

The aggregate Yearly Crown Rent of the Premises is $98.89.

The Premises will be sold subject to the existing tenancies thereof.

To view a plan of the Premises, and for Further Particulars and Conditions of Sale, apply to
BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
or to
The Auctioneer.
Hongkong, 20th November, 1882. [2118

PUBLIC AUCTION OF ENGLISH AND CANTON MADE HOUSEHOLD FURNITURE, &c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on
WEDNESDAY,
the 6th of December, 1882, at 2 P.M., at No. 8, Peddar's Hill, the Residence of Lieut. Colonel PALMER, R.E.
THE WHOLE OF HIS HOUSEHOLD FURNITURE,
Consisting of:—
ENGLISH-MADE MOROCCO COVERED COUCHES, CHAIRS, WALNUT CENTRE TABLE, CARD TABLES, BLACKWOOD and INLAID TABLES, MIRRORS, FENDERS and FIRE IRONS, DINING TABLE, CUTLERY, PLATED WARE, BREAKFAST, DINNER and DESSERT SETS, WHATNOTS, IRON SAFE, BRASS and IRON BEDSTEADS, MAHOGANY CHEST OF DRAWERS and CHAIRS, BOOKCASES, MARBLE TOP WASHINGSTAND and SET, WARDROBES, LAQUERED PRESSES, BATH TUB, &c., &c., &c.

Catalogues will be issued previous to the sale, and the Articles will be on view on Tuesday, the 5th December.
TERMS OF SALE—As customary.
G. R. LAMMERT,
Auctioneer.
Hongkong, 30th November, 1882. [2180

CUTLER, PALMER & Co.

1815.—The year of our Establishment in Europe.
1847.—The year of our Establishment in China.
Cutler, Palmer & Co.'s **** COGNAC, the very best and oldest shipped
Cutler, Palmer & Co.'s ***, **, * COGNAC.
Cutler, Palmer & Co.'s INVALID'S PORT, old and thoroughly good
Cutler, Palmer & Co.'s SHERRY W.S. the best wine of its kind in China.
Cutler, Palmer & Co.'s Amoroso, Vino de Pasto, Vino Puro.
Cutler, Palmer & Co.'s CLARETS, Chateau Mouton, Larose, St. Estephe, &c.
Cutler, Palmer & Co.'s Agents have for sale The "Royal Charter" Champagne—selected for the Queen.
The "Carlton" Whisky—two qualities, 11 and 5 years old, guaranteed.
All these are kept in stock in Hongkong, Shanghai, and Yokohama. Address for particulars: Messrs. Jardine, Matheson & Co., or Siemssen & Co., or Lane, Crawford & Co. at either place; and to Messrs. Bush Bros., Newchwang. [2061

KEATING'S BONBONS OR WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1716

JOHN BALLEY WHITE & BROTHER'S PORTLAND CEMENT,

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 14th December, 1881. [1719

INTIMATIONS.

THE CHEAPEST HOUSE IN THE EAST FOR BOOKS, STATIONERY, MUSIC, AND FANCY GOODS.

W. BREWER,
BOOKSELLER, STATIONER AND FANCY GOODS DEALER, QUEEN'S ROAD,

HAS just opened a very large Collection of Children Toys and other Juvenile Novelties. Also a fine selection of Fancy Goods.
PHOTOGRAPH ALBUMS, in plush and Russia leather in very new designs.
PHOTOGRAPH FRAMES, in numerous varieties.
THE ALICE WORK BASKETS. THE ALEXANDRIA WORK BASKETS. DRESSING CASES.
ENVELOPE CASES and BLOTTERS.
LADIES' and GENTLEMEN'S CARD CASES.
Quantities of new BOOKS including a new Series of Handbooks on Art.
New Music, including "My Queen Waltz" and all the popular pieces.
CHRISTMAS CARDS, in great variety.
Price List of Newspapers now ready.
Hongkong, 20th November, 1882. [2099

KELLY AND WALSH

Have just received a splendid Assortment of
NEW GOODS—
FROM PARIS and VIENNA.
LADIES' FANS in the newest and most approved Æsthetic Designs.
PLUSH GOODS.—Work Boxes, Necessaries, Card Trays, Inkstands, Photo Albums, Hand Bags, Toilet Companions, Scent Caskets,
LEATHER GOODS—Ladies' Companion, Purses, Pocket Books, Wallets, Letter Cases, Princess Alice Bags, Cologne Cases, Watch Stands, Blotting Cases, Carriage Bags, Housewives, Cigar and Cigarette Cases, &c.
FANCY WOOD ARTICLES.—Inkstands, Thermometers, Horse Shoe Pen Racks, Jewel Cases, Hand Mirrors, Date Cases, &c., &c.
PARISIAN-GILT GLASS and CHINA WARE.—Jewel Caskets, Vases, Cruets, Marmalade Pots, Scent Caskets, Puff Boxes, Tooth Pick Holders, Cigar Ash Trays, Chimney Ornaments, &c., &c.
PARTICULAR ATTENTION is called to the above GOODS, which are very attractive and of good value.
Just Landed,
WHATMAN'S Double Elephant Hand Made DRAWING PAPERS.
WHATMAN'S Imperial Hand Made DRAWING PAPER.
32] KELLY & WALSH—HONGKONG.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Incorporated with Limited Liability, under the Companies' Acts, 1862 to 1880, whereby the liability of Shareholders is limited to the amount of their Shares.

CAPITAL, £1,000,000, in Shares of £20 each.
FIRST ISSUE, £500,000, in Shares fully paid-up.
£1 per Share payable on application.
£1 per Share payable on allotment.
£1 per Share payable on 1st March next.
Further calls not to exceed £5 per Share, nor to be made at less than three months' interval.

DIRECTORS.
ALBERT DEACON, Esq.,
(Messrs. E. & A. Deacon, London).
J. A. MAITLAND, Esq.,
(Messrs. Maitland & Co., China).
H. H. NELSON, Esq.,
(late Chairman of the China Traders' Insurance Company, Limited, Hongkong).
JOHN POTTER, Esq.,
Shipowner, London.
DAVID REID, Esq.,
(formerly of Messrs. Reid, Evans & Co., Shanghai).
H. D. STEWART, Esq.,
(Messrs. Stewart, Thomson & Co., Manchester and London).
W. M. STRACHAN, Esq.,
(Messrs. W. M. Strachan & Co., Yokohama.)
With power to add to their number.

BANKERS:
The London and County Banking Company, Limited, 21, Lombard Street, London.
The Hongkong and Shanghai Banking Corporation.

TEMPORARY OFFICES:
12, Fenchurch Street, London.

THIS Company has been formed with the object of acquiring and working a fleet of high-class Steamships to trade between Great Britain and China, Japan, the Straits Settlements, and other parts of the world.

The distinctive feature of the Company will be the introduction into its business of that mutual or co-operative principle which has been applied with such marked success to corporate enterprises in the East, and through the working of which, in this undertaking, the Contributors of Freight, being Shareholders, will become *pro rata* participants in the profits of the carrying trade.

In illustration of the successful working of this principle, it is only necessary to point to the large dividends and returns on contributions paid by the Insurance Offices in China. The promoters of the Company are confident that its application to Shipping will prove equally successful.

The promoters of the Company are Merchants, Bankers, and others engaged in the Eastern trade, controlling an amount of cargo amply sufficient to maintain a Fortnightly Line of Steamers in active employment.

Committed to no kind of contract or undertaking, and unembarrassed by the ownership of costly but unsuitable vessels, the Company will be free to acquire, under the most experienced advice, a fleet of steamers adapted in every respect to the requirements of the trade.

The first charge upon the Company's profits in each year, after paying all expenses and putting aside a sufficient sum for Depreciation and Boiler-Fund or reserve, will be a payment to the Shareholders of a Dividend of 10 per cent. on the amount paid up on their Shares. Of the balance, three-fourths will be divided rateably among Contributors of Freight holding not less than five shares, and one-fourth among the Shareholders generally.

No promotion money has been, or will be paid, and discounts, allowances, &c., will return to the Company.

Applications for Shares will be received, *until the 6th December next*, at the various Branches and Agencies of the Hongkong and Shanghai Banking Corporation, where payments will be received at the sight rate of exchange on London of the day on which such payments are due.

It is intended to establish in Hongkong and Shanghai Offices for the Registration and Transfer of the Company's Shares. Members will have the option of the London or China Registers.

Prospectuses and Forms of Applications for Shares may be obtained from the Head Office, Branches and Agencies of The Hongkong and Shanghai Banking Corporation.
Hongkong, November, 1882. [2157

SMITH'S PATENT DREDGERS.

THE SIMPLEST,
Cheapest, and most efficient Dredgers made.

THESE DREDGERS are fitted with a novel Grip Bucket Worked by Hydraulic Power providing a most simple Machine to clear Sand Banks or Harbours at half the cost of present Dredgers. Sole Makers
CLARK, BUNNETT & Co., (Limited.)
LONDON, ENGLAND.

BUNNETT'S PATENT HYDRAULIC LIFTS.

LIFTS for Passengers and Goods. Sole Makers, CLARK BUNNETT & Co., Limited, Engineers and Founders, Rathbone Place, London. Every description of Iron Castings, Iron Buildings, &c.—Catalogues on application. [1668

NOTICES TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship
"GLENLYON,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 6th December will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by
JARDINE, MATHESON & Co.
Hongkong, 30th November, 1882. [2183

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GALLEY OF LORNE,"
Captain Pomroy, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before NOON, TO-MORROW, the 28th instant.

All claims against the steamer must be presented to the undersigned on or before the 7th December, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, 27th November, 1882. [2166

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "AJAX,"
are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th November, 1882.

Goods undelivered after the 2nd December, 1882, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th November, 1882. [2103

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "YANGTSE"
H. J. Carrew, 1 Trunk Effects, from Marseilles.
C V Nos. 4486/87, 2 Barrels Wine, Order, from Marseilles.
G. DE CHAMPEAUX,
Agent.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that A SPECIAL or EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the CITY HALL, Hongkong, on SATURDAY, the 30th day of December Next, at THREE O'CLOCK precisely, for the purpose of considering, and, if approved, of passing the following Resolutions then intended to be proposed.

1.—That the Capital of the Hongkong and Shanghai Banking Corporation be increased from $5,000,000 to $7,500,000 by the creation of 20,000 New Shares of $125 each, to be issued at the price of £40 on the terms after mentioned. Eastern Shareholders to pay for their allotments at the current rate of the day for Demand Bills on London.

2.—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to the Shareholders in the proportion of one New Share for every two Shares of which on the 30th day of December, 1882, they shall respectively be the Registered Holders, and that any New Shares not accepted by the Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

3.—That payment of the sum of £40 per share for each of the said New Shares be made as follows, viz:—
£10 on the 31st day of March, 1883
£10 „ 30th „ „ June „
£10 „ 30th „ „ Sept. „
and £10 „ 31st „ „ Dec. „

4.—That the Directors issue to Shareholders holding shares not a multiple of Two a Fractional certificate in respect of each share in excess of or below such multiple, and allot one new share to every person who shall produce two such Fractional Certificates on or before the 31st March, 1883, and pay the first instalment in respect thereof.

5.—That after payment of the 1st instalment, and pending payment of the future instalments, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Share, entitling the Holders on payment of the remaining instalments, and subject to such other terms as to approval, date for lodging Scrip Certificates, and otherwise as the Directors may prescribe, to be registered as the Holder of the Shares represented by such Scrip Certificates respectively.

6.—That interest at the rate of 5 per cent per annum (free of Income Tax) be allowed out of the profits of the Company on all instalments paid in advance of the dates when the same become due, and that from the 31st day of March, 1884, Holders of Scrip Certificates be entitled to participate in future dividends, in proportion to the amount of instalments paid up, on an equality with the other Shareholders of the Company.

7.—That interest at the rate of 7 per cent per annum be charged on every instalment which shall not be punctually paid, and be paid with such instalments.

8.—That all moneys received from premiums on the said New Shares be added to the Reserve Fund.

For the Hongkong and Shanghai Banking Corporation.
(Signed) T. JACKSON,
Chief Manager.
Hongkong, 3rd November, 1882. [2025

LOST.

A TRANSFER DEED with SCRIP attached for 20 LUZON SHARES, being one of two Transfers of the same number of Shares signed by the Hon. F. B. JOHNSON. The finder will oblige by returning it to the Undersigned and the holder of the other 20 Shares by sending them to the Company's Office for transfer to enable the numbers of the missing Shares to be traced.

Also,
TRANSFER DEED for 5 LUZON SUGAR SHARES in the name of Mr. C. P. CHATER.
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 7th November, 1882. [2041

JUST LANDED AND FOR SALE.

EX "ESMERALDA."

HIGH STANDARD SUGAR, Manufactured by the LUZON SUGAR REFINING COMPANY, LIMITED, at MANILA; in Quantities to suit Purchasers. This Sugar can be specially recommended for family use, as it is made without the use of animal charcoal or sulphuric acid.

Fresh supplies will be received from Manila every fortnight.
TAI YUNE,
Compradore, Central Market.
Hongkong, 18th November, 1882. [2100

INTIMATIONS.

FOR SAIGON.

THE Steamship
"ODIN,"
will be despatched for the above Port on SUNDAY, the 3rd instant.
For Freight or Passage, apply to
SOEY SHING,
Bonham Strand.
Hongkong, 1st December, 1882. [2184

FOR KUDAT AND SANDAKAN.

THE Steamship
"FOKIEN,"
Captain Abbott, will be despatched for the above Ports on MONDAY, the 4th December, at FOUR P.M., instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st December, 1882. [2185

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENFINLAS,"
Captain Jacobs, will be despatched for the above Port on or about the 6th December.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 30th November, 1882. [2150

FOR HAVRE AND LONDON.

THE 3/3 L. I. I. German Bark
"METEOR,"
Horstmann, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 1st December, 1882. [2186

NOTICE.

I HAVE THIS DAY SOLD to Mr. F. D GUEDES the GOODWILL, PLANT MACHINERY, &c., of the BUSINESS OF GENERAL PRINTERS and BOOKBINDERS hitherto carried on by me under the style of DE SOUZA & Co., and my INTEREST and RESPONSIBILITY in the said firm is this day CEASED.
J. J. DE SOUZA.
Hongkong, 1st December, 1882.

WITH reference to the above I have this day established myself as GENERAL PRINTER and BOOKBINDER under the same style or firm of DE SOUZA & Co.
F. D. GUEDES.
Hongkong, 1st December, 1882. [2187

CANTON INSURANCE OFFICE IN LIQUIDATION.

SHAREHOLDERS are hereby notified that a FOURTH DIVIDEND of $34.35 per Share, and FINAL BONUS of 7 % on Contributions, has been declared payable from the Profits of the Office. Warrants for which will be issued on the 30th day of November. Further that on surrender of Scrip Certificates the Liquidators will refund to each Shareholder the balance of Capital and Reserve Fund attaching to his interest in the Office by payment of a Fifth and Final Dividend at the rate of $277.77 per Share.
F. BULKELEY JOHNSON, } Liquidators.
E. F. ALFORD,
Canton Insurance Office in Liquidation.
Hongkong, 29th November, 1882. 2188

A GERMAN, having been employed for several years in one of the Treaty Ports and also in Hongkong by a prominent Mercantile House, wishes to obtain a SITUATION as GENERAL CLERK or CORRESPONDENT.
Please address
H. Z.,
Office of this Paper.
Hongkong, 30th November, 1882. [2181

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Society's Head Office, Hongkong, on FRIDAY, the 8th day of December, 1882, at THREE O'CLOCK in the afternoon, when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Society held on WEDNESDAY, the 22nd day of November, 1882, will be submitted for Confirmation as a Special Resolution.

RESOLUTION.

That the Capital of the Society be increased to Two Million Five Hundred Thousand Dollars by increasing the value of the existing Shares to $5,000 per Share.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, dated the 22nd day of November, 1882. [2147

FIVE DOLLARS REWARD.

LOST.—On Thursday, 23rd instant, a Half-Bred Black and Tan Terrier DOG (gelded), answers to Name "SCOT." Whoever will bring the same to "Wing Kee" for the officers of steamer *Easington*, will receive the above reward.
Hongkong, 25th November, 1882. [2159

THE HONGKONG PUBLIC SCHOOL.

THE HONGKONG PUBLIC SCHOOL offers a sound Public School Education for European boys, thus obviating the heavy expenses formerly incurred by Parents in sending their sons to School in England.

Resident boarders are received from the Coast Ports of China, Japan, the Straits Settlements, &c.

Terms $240 per annum or $80 per term. Day Boys, $36, $48 per annum.

The Easter term commences on January 8th, 1883.

Applications for admission to be made to the Secretary or the Head Master.
St. Paul's College, Hongkong,
23rd November, 1882. [2143

CONGRATULATORY NOTICE.

CAPTAIN T. M. BENSON,
British Bark *Martha Davis*.

DEAR SIR,—We the Undersigned and Passengers per Bark *Martha Davis*, beg to tender our thanks to you and the Officers of your ship for the kind and gentlemanly treatment you showed us during our voyage from Honolulu. You spared no pains to make everything pleasant and agreeable to us, and we had every comfort we could desire.

Before bidding you farewell we wish to say that our voyage per *Martha Davis* will always be a pleasant recollection to us through life.
We remain,
Yours most Respectfully,
LEE SEE.
LAU CHONG.
WONG KWAI.
CHANG CHON.
CHUNG KUE.
Hongkong, 21st November, 1882. [2134

FOR SALE.

(With Possession on the 1st January next.)

THAT COMMODIOUS HOUSE known as VALVERDE, situate in Lah Kee Tah, near Sin Lo Tow Jetty, on the Island of Kulangsoo, containing eight rooms, with Bathrooms, Kitchen, &c., attached to the first and second stories and servants' quarters on the ground floor. Garden around the building.

Photographic view of the house sent to intending purchasers residing abroad and further particulars given, on application to
A. A. NUNES,
At Messrs. JOHNSTON & Co.
Amoy, 4th November, 1882. [illegible]

NOW ON SALE.

THE CHRONICLE & DIRECTORY FOR CHINA, JAPAN, THE PHILIPPINES, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c. FOR 1882.

With which is incorporated THE CHINA DIRECTORY.

THE CHRONICLE AND DIRECTORY, which is now in its TWENTIETH YEAR OF PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The ports of CHUNGKING, WLADIWOSTOCK, MALACCA, and PENANG have been added to the former; whilst the latter includes the NEW ORDER IN COUNCIL for the Government of British Subjects in China and Japan, the Amended TREATY between RUSSIA and CHINA, the NEW TREATIES between the UNITED STATES and CHINA, the NEW TREATY between GERMANY and CHINA, a translation of the TREATY between SPAIN and ANNAM signed in 1880 &c.

The ALPHABETICAL LIST of FOREIGN RESIDENTS has been increased by upwards of 1,100 names, and gives reference to over 2,000 NEW RESIDENTS.

THE CHRONICLE AND DIRECTORY is embellished with the following Lithographed MAPS and PLANS:—

CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
MAP OF THE COAST OF CHINA.
PLAN OF THE CITY OF CANTON.
PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI.
PLAN OF YOKOHAMA.
MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition contains ONE THOUSAND pages of printed matter. It is indispensable in every Mercantile Office in the Far East and will be found a useful vade mecum to those travelling either on business or pleasure.

THE CHRONICLE AND DIRECTORY, is published in Two Forms—Complete at $5; or with the List of Residents, Port Descriptions and Directories, Plan of Victoria, Code of Signals, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO ....Messrs. A. A. de Mello & Co.
SWATOW ....Messrs. Campbell & Co.
AMOY ....Messrs. Wilson, Nicholls & Co.
FORMOSA ....Messrs. Wilson, Nicholls & Co.
FOOCHOW ....Messrs. Hedge & Co.
NINGPO ....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI ......Messrs. Hall & Holtz.
SHANGHAI ......Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI ......The C. and J. Trading Co.
HIOGO, OSAKA..The C. and J. Trading Co.
YOKOHAMA......*Japan Gazette* Office.
MANILA ....Messrs. Viuda de Loyzaga & Co.
SAIGON ....Mr. Crettier.
SINGAPORE......Messrs. Sayle & Co.
BANGKOK ......Messrs. A. Bjurling & Co.
LONDON ....Mr. F. Algar, Clement's Lane.
LONDON ....Messrs. Geo. Street & Co.
LONDON ....Messrs. Bates, Hendy & Co.
SANFRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK......Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 8th February, 1882.

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS.

By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS.

PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, (PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, DECEMBER 1st, 1882.

The able letter addressed by the Hongkong Chamber of Commerce to the London Chamber, and which appeared in our columns yesterday, is a complete refutation of the unwarranted and untruthful statements regarding this Colony made by Sir JOHN POPE HENNESSY before the Social Science Congress at Nottingham. So clear and effectual is the *exposé* of His Excellency's reckless misstatements and gratuitous slanders that little remains for us to add on the subject, especially after the review already given of Sir THOMAS WADE's remarks on the same subject. The Chairman of the Chamber of Commerce has conclusively proved, first—that there is no contraband trade in opium in this Colony except on an inconsiderable scale, much the same as goes on in tobacco in the United Kingdom; secondly—that there are no armed junks or other craft specially fitted out for the purpose of smuggling opium leaving this port; and, thirdly—that no contests in connection with opium smuggling or loss of life from that cause have been recorded by the Police or come within their knowledge during the past five years. Here then are all the allegations of Sir JOHN POPE HENNESSY categorically denied and disproved. We had already shown how utterly ridiculous was the statement that one million sterling changed hands every month in this Colony in the article of opium; the Chairman of the Chamber of Commerce conclusively proves that the trade in the drug in Hongkong represents only about one-fifth of this amount. Governor HENNESSY, in his highly coloured representation of the evils of the opium trade, wished to demonstrate not only that the existence of Hongkong as a British Colony caused great loss to the Chinese revenue and inflicted a wrong upon the Chinese nation, but contrived to make it appear that the Hongkong community engaged in smuggling as a profitable enterprise. It was impossible that such a grievous libel could be calmly passed over by the important commercial community thus shamefully aspersed, and the Chamber of Commerce have very properly accepted the challenge, to the great discomfiture of the unscrupulous politician who sought to make capital with the humanitarians by slandering the Colony he had just quitted. If the Authorities in Downing Street do their duty without fear or favour, Sir JOHN POPE HENNESSY will be sternly called to account for the grave misrepresentations made by him at Nottingham, which, coming from its Governor, were not only calculated to injure this Colony but also to impair the reputation of the British Government abroad.

Telegrams for Bangkok can go forward by mail closing at Singapore at 2 p.m. to-day, the 1st December.

The British steamer *Diamante* was taken off the Slip and the British barque *Agnes Muir* was undocked at Kowloon yesterday. Their places there were taken by the British steamers *Consolation* and *Easington* respectively.

Reuter telegraphs an item of information long looked for—namely, the appointment of the new Governor of Hongkong. The choice has fallen upon Sir George Bowen, who practically has made an exchange. Alas! for poor Mauritius. That Colony will hardly appreciate the honour conferred upon it, we imagine.

A cricket match, Hongkong Cricket Club v. Officers of Army and Navy, will commence to-day at 2 p.m. and be continued to-morrow, when play will be resumed at 11 a.m. The following are the teams:—

HONGKONG CRICKET CLUB.	ARMY AND NAVY.
Mr. A. K. Travers	Lieut. R. H. S. Hedley
Mr. F. H. O. Wilson	Lieut. S. W. Lane
Mr. W. Hynes	Lieut. V. Bunbury
Mr. G. S. Coxon	Lieut. H. St. D. Jarrett
Mr. F. B. Aubert	Lieut. C. P. Lloyd
Mr. C. S. Barff	Lieut. H. Browne
Mr. J. J. Bell-Irving	Capt. F. A. Newington
Mr. W. H. Dobson	Rev. F. C. Stebbing, R.N.
Mr. F. S. C. Hare	Lieut. Dormer
Mr. C. U. Stuart	D.A.C.G. H. G. Rice
Mr. H. E. Wodehouse	Mr. A. Wilson, R.N.

The Band of the Buffs will, by permission of Colonel Hobson and officers, be present on the Cricket Ground this afternoon, from 4 p.m. To-morrow, by permission of Admiral Willes, the Band of the *Iron Duke* will attend and play from 4 p.m.

The inquest on the man Ho Awai, who committed suicide on Monday morning by hanging himself on a tree in Hospital-road, was resumed at the Magistracy yesterday afternoon before the Coroner, Mr. H. E. Wodehouse, and Messrs. R. McGregor, G. L. Tomlin, and L. A. da Silva, jury. It will be remembered that the deceased was a patient at the Civil Hospital with a broken leg sustained by an accident while employed on board the German schooner *Faugh Balaugh*. After his discharge he claimed that some wages were due to him and that could not get them from the agents of the ship, Messrs. Carlowitz & Co. Mr. Max Paquin from that firm was present yesterday and stated that the man came to the office and asked for pay he said was due. The firm had paid the man's expenses in the Hospital at the desire of the captain of the *Faugh Balaugh*, but no directions were given as to paying him any money. In the absence of any order from the captain, they refused to pay the money. It was possible the German Consul might have had money left with him to pay the man. At the request of the Coroner, Mr. Mollendorf, the German Consul, attended, and stated that the captain of the *Faugh Balaugh* had left $10.96 with him to be paid to a Chinese seaman, but he believed his secretary, Mr. Stockhausen, could explain the matter further. Mr. Stockhausen then attended and explained that a man had called and asked for money he said was due, accompanied by a hospital coolie, who said he had been sent to show the man the office. As the man could not make himself understood, nor understand what was said to him in Cantonese and English, nor state the name of his ship, he (Mr. Stockhausen) did not feel quite justified in paying the money then, but he instructed the man and the hospital coolie that they were to come the next day and bring an interpreter. They never came again. The Coroner said this was a very painful case, and he thought it only fair to the deceased that the coolie who accompanied the deceased to the Consul's office should be called, and he adjourned the inquest until to-morrow morning for that purpose.

"A portrait—decidedly flattering—of Mr. Howard Vernon, well known here as the tenor and leading member of Miss Elcia May's English Opera Company, appears in the Sydney *Town and Country Journal* of the 28th October, together with the following sketch of his career:—Mr. Howard Vernon, though comparatively a young man, has already made a name and fame for himself in light opera throughout the colonies. On more than one occasion he has proved himself to possess more than ordinary versatility and ability by playing entirely different parts successfully in the same opera, and always receiving laudatory notices. Mr. Vernon made his first appearance at Ballarat as a professional actor when he was 18, as Eglantine Roseleaf in the farce "Turn Him Out," but quickly gave up the dramatic stage for the more congenial one of opera, appearing at Sydney in February, 1872, as a member of Madame Simonsen's company in the "Grand Duchess," in which he undertook the part of Baron Puck. His next appearance was as the tenor of Miss Alice May's company through the towns of New South Wales. Later he is found making his *début* before a Melbourne audience in 1874 at the Opera House, under the management of the late Mr. W. S. Lyster, in the part of King Bobeche in "Blue Beard," and his representations of Myles-na-Coppaleen, and one of the gendarmes in "Geneviève de Brabant," were highly successful. Other countries now attracted the roving fancy of Mr. Vernon, and as the tenor of Miss May's company he travelled through India, Burmah, China, the Straits Settlements, and Java. Later on with Mr. W. B. Fairclough and Miss Elcia May he made somewhat the same journey, a specially successful season being passed at Japan, where the company were engaged to give 42 operatic performances in the Imperial Theatre, and the Japs were so delighted with the season as a whole that they insisted on presenting the manager, Mr. Vernon, with a gold medal as a souvenir of the company's success. After an absence of five years from Melbourne Mr. Vernon re-appeared on the scene of his old triumphs, the stage of the Opera-house, as Fritz in the "Grand Duchess." His successful impersonations of Sir Joseph Porter, and also Ralph Rackstraw in "Pinafore," his Major-General in the "Pirates of Penzance," and last, but not least, his excellently conceived and accurately carried out idea of Bunthorne in "Patience," make Mr. Vernon one of our most valuable adjuncts to the operatic stage.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 29th November, 1882.

FRANCE AND MADAGASCAR.

Negotiations have been broken off with France in regard to Madagascar.

THE COERCION ACT IN DUBLIN.

A proclamation has been issued enforcing the curfew clause in the Coercion Act in Dublin.

LATER.

SIR GEORGE BOWEN APPOINTED GOVERNOR OF HONGKONG.

The Governor of Mauritius has been appointed Governor of Hongkong.

SIR J. P. HENNESSY APPOINTED GOVERNOR OF MAURITIUS.

Sir John Pope Hennessy has been appointed Governor of Mauritius.

Thames-Street Industries, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or John Gosnell and Co., London.—[Advt.] [631

ST. ANDREW'S BALL.

The City Hall last night was a scene of gaiety and enjoyment, the occasion being the celebration of St. Andrew's Day by our warm hearted and hospitable friends the Scottish community. The sons of Caledonia in every quarter of the globe delight to do honour to the memory of old St. Andrew, but nowhere, we venture to say, are the annual reunions held on the 30th November more uniformly successful than in Hongkong. For a number of years past now the celebration has taken the form of a ball, and the same form was decided on for the present year. The advocates of a banquet, finding themselves in a minority, cordially co-operated with the majority in making the ball a success, and a very brilliant success it proved. The invitations were issued with the same lavish hospitality as in former years, and every possible arrangement was made for the enjoyment and comfort of the guests. The increase in the number of ladies, remarked upon last year, was again noticeable, and both St. George's and St. Andrew's Halls were well filled with dancers throughout. The number of ladies present, we believe, was about a hundred and twenty. The decorations were handsome and effective. The pillars in the entrance hall and the staircase were festooned with evergreens, and there was a plentiful display of flags and of ferns and plants. On the first landing was a large mirror and above it was the Highland piper with the Gaelic welcome "Failte cead mhile failten." On the side walls were gigantic thistles on St. Andrew's crosses, and St. Andrew's crosses in circles of evergreens. In St. George's Hall the Scottish coat of arms occupied the place of honour at the head of the room, and was surmounted by the Royal Standard and the ensigns. The gas brackets round the walls were encircled with stars of bayonets and ramrods, and on the walls were St. Andrew's crosses and thistles, and banneret bearing Scottish mottoes and devices. The gasaliers were festooned with moss, and the effect produced by the decorations as a whole was light and pleasing. In St. Andrew's Hall the picture of the Saint was hung at the east end, and at the other end was the portrait of the Duke of Edinburgh surmounted by flags. On the north wall was the shield of the St. Andrew's Society, exhibited for the first time. The shield is blue, bearing a white St. Andrew's cross and lion rampant, with the words "In defence" above and the motto *Nemo me impune lacessit* beneath. Flags were hung round the room and at each end there were tartan shields crossed with dirks. The waiting and refreshment rooms were also tastefully decorated; in the former were portraits of Her Majesty and the Duke of Connaught. Supper was served in the dress circle of the theatre, which was tastefully hung with festoons of evergreens.

His Excellency the Administrator and party were announced to arrive at a quarter to ten, and soon after that time the floor was taken for the first quadrille, His Excellency leading off with Mrs. Lyall. The programme was as follows—

QUADRILLE	"The Wedding,"	Strauss.
HIGHLAND SCHOTTISCHE	"Keel Row,"	
VALSE	"My Queen,"	Bucalossi.
LANCERS	"Lord of Lorne,"	D' Albert.
GALOP	"Always Joyful,"	Hesker.
COUNTRY DANCE	"Lass O'Lowrie,"	
VALSE	"At the Ferry,"	D' Albert.
POLKA	"Old China,"	Coote.
LANCERS	"Balmoral,"	
MAZURKA	"Violetta,"	Anon.
STRATHSPEY	"———"	
VALSE	"Gloire de Dijon,"	Andrew.
HIGHLAND SCHOTTISCHE	"Coming thro' the Rye,"	
GALOP	"Valentine,"	Rils.
VALSE	"Flower Show,"	Coote.
STRATHSPEY	"———"	
VALSE	"Galatea,"	H.R.H. Duke of Edinboro'.
POLKA	"Drink, Puppy, Drink,"	D' Albert.
COUNTRY DANCE	"Auld lang syne,"	
HIGHLAND SCHOTTISCHE	"Kafooslem,"	
GALOP	"You and I,"	
VALSE	"Claribel,"	Coote.

The music was supplied by the Buffs' band and the band of the French Admiral, and both played excellently. As will be seen by the programme, the Caledonian Quadrilles, which formed items in the last one, were this year replaced by country dances; these were very pretty when danced by sets who were thoroughly acquainted with the figure. The Strathspeys were danced with vigour to the music of the pipes played by Mr. A. Hogg and Mr. J. McGregor, of the Sugar Works. Amongst the company present were Admiral Willes and Mrs. Willes, Contre-Amiral Meyer, of the French Navy, General Sargent, C.B., Commodore Cuming, Colonel Hobson and Mrs. Hobson, Captain Tracey, R.N., Hon. F. B. Johnson and Mrs. Johnson, Hon. P. Ryrie, Hon. E. L. O'Malley, Hon. J. Russell, Hon. J. M. Price, most of the Foreign Consuls, and nearly all the naval and military officers present in port and garrison.

The stewards were:—Mr. A. G. Aitken; Mr. J. Ross Anton; Mr. Geo. Murray Bain; Lieut. Brewster, A.H.C.; Mr. W. Cruickshank; Mr. W. Falconer; Mr. W. Forrest; Dr. Gordon; Mr. D. McCulloch; Mr. F. Henderson; Mr. W. Legge; Captain Lyall, R.A.; Mr. Robert Lyall; Mr. J. McCallum; Mr. A. McConachie; Mr. John Macgregor; Rev. J. Colville; Mr. W. Ross; Mr. A. McIver; Dr. McIver, R.N.; Mr. E. Mackean; Mr. A. D. Mactavish; Hon. P. Ryrie; Mr. A. F. Smith; Dr. Stockwell; Mr. C. U. Stuart; Mr. John Thurburn; Mr. T. G. Williamson; Dr. R. Young; Mr. J. H. Stewart Lockhart; Mr. A. Wemyss; Mr. H. McCallum; Mr. W. N. Bain; Mr. G. C. Anderson; Mr. L. C. Balfour; Mr. F. Gordon Barclay; Mr. Henry Mackenzie; Mr. M. S. Tonnochy; Mr. J. J. Bell-Irving; Mr. J. P. McEuen, and Mr. W. D. Hutchison.

The Decoration Committee were—Messrs. J. McCallum, E. Mackean, J. H. Stewart Lockhart, W. Ross, H. McCallum, and Captain Lyall. Mr. A. Milton, of the *Victor Emanuel*, superintended the putting up of the decorations. The Invitation Committee were—Messrs. F. Henderson, John Macgregor, and T. G. Williamson; the Supper and Wines Committee—Messrs. A. G. Aitken, A. F. Smith, John Macgregor, and A. Wemyss; the Card and Ladies rooms Committee—Messrs. E. Mackean, J. H. Stewart Lockhart, and J. McCallum; and the Reel Practice Committee—Dr. Stockwell and Mr. A. D. Mactavish.

SUPREME COURT.

30th November.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

SIN PIN KI v. HUNG SHI SHAN AND OTHERS

Mr. Mossop appeared for the first defendant.

This was a suit brought for the dissolution of a partnership named the Un Nu hitherto existing between the plaintiff and the defendants the business of which was carried on at 170, Wing Lok-street.

Mr. Mossop stated that his client was willing to consent to an order for the dissolution but suggested that the matter should be adjourned so as to enable his client to communicate with the other defendants who were out of the colony and had not been served with the writ.

The case was accordingly adjourned for three weeks for this purpose.

POLICE COURT.

30th November.

BEFORE CAPT. H. G. THOMSETT, R.N.

LARCENIES.

Won Asau, cook, aged 17 years, was sentenced to three months' hard labour with the first and last fortnight in solitary confinement, for stealing a jacket from the shop of one Leung Aping in Jervois-street on Wednesday.

The man, on the pretence of wanting to buy clothes, had a good many set out for his inspection; when the complainant's back was turned he slipped the jacket under his coat, and went out without buying anything. A person outside saw the act, and told the shopkeeper of it, and he ran out and caught the man with the jacket in his girdle.

Wong Asum, jinricksha coolie, was sentenced to a similar punishment for snatching a bangle, value $3, from the wrist of a child who was being carried by an amah in Hollywood-road on Wednesday afternoon.

UNLAWFUL POSSESSION.

Kwok Akum, marine hawker, was charged with having been unlawfully possessed of a boat and 334 catties of coal yesterday morning.

Sikh P.C. No. 560 saw the defendant come to the Praya at 6 a.m. in a small boat with six baskets of coal. As he approached the man, the latter dropped two of the baskets he was about to carry ashore and jumped into the water and swam to a junk, where he was arrested.

Fined $10, or in default two months' hard labour.

CHARGE OF ROBBING A PASSENGER AT SEA.

Young Alun, miner, was charged with having been concerned with other men not in custody in stealing a box containing $600 from a carpenter named Mui Kwon Wo, on board the British steamer *Glenlyon*, on the 19th ult.

The parties were passengers from Penang, and the complainant slept upon a grating near the tiller. He sat on his box the whole time up till about four a.m. on the 19th, when his wife called him away. He was away half an hour and when he returned, his box was gone, among the money in his box was a marked dollar, and on a search being made, that coin was found in the prisoner's box among 117 other dollars. This dollar the complainant had described to the cook of the ship before it was found.

The case was remanded till to-day, the chief mate of the *Glenlyon* to be subpoenaed.

A NOISY COOLIE.

Chung Ahoi, chair coolie, was fined $1, or in default four days in gaol for making a disturbance at the Supreme Court, on the 29th ultimo.

A lokang was in the Registrar General's office when he heard a noise in the hall. He saw the defendant and others talking loudly, and endeavoured to quiet the noise, upon which the defendant used bad language and told him not to interfere. By order of the Registrar General he took the man into custody.

PUBLIC GAMBLING.

Twelve coolies were brought before the court charged by Inspector Flemin; with public gambling, on the 29th ultimo.

P.C. Miller, No. 16, and some more police made a raid of No. 16 Tai Wong-lane, and seized the defendants on the ground floor, where they had been gambling with dice and cards. The informers pointed out the fifth defendant as manager of the game.

The fifth defendant was fined $10, or in default ten days' imprisonment, and the others $5, or five days. The informers to receive $4 and $5 each out of the fines, if paid. None of the fines were paid and the men all went to goal.

BEFORE MR. H. E. WODEHOUSE.

CHARGE OF ASSAULT.

Mr. A. J. do Rozario, godown-keeper to Messrs. D. Sassoon, Sons & Co. was summoned on a charge of assaulting a coolie named Ng Choy, on the 27th ult.

The coolie alleged that he went to the defendant's house for payment for chair hire the previous day, as the defendant had directed him to do, when the latter struck him in the face and refused to pay him.

The defendant proved the house the complainant called at was not his house, but that of a brother, and it was his wife's sister who had used the defendant's chair. The complainant refused the sum tendered him and made a disturbance in the house, and he pushed the man away and ordered him out.

The summons was dismissed.

CRICKET.

D COMPANY THE BUFFS v. ROYAL ARTILLERY.

A match between the D. Company of the Buffs and the Royal Artillery took place yesterday, when the Regimental team won by 52 runs. The top score was made by Sergeant Moreland of the Buffs, who put 26 together. Three other of the Buffs made double figures. On the part of the Royal Artillery Gunners Cockerell and Dunning made the best scores, but several Artillery men failed to crack the egg. Subjoined is the score:—

D COMPANY.

Pte. Marshall, b Cockerell	0
Corpl. Mann, c Dunning, b Cockerell	0
Lieut. Lloyd, c Fillingham, b Luke	1
Sergt. Moreland, b Cockerell	26
Capt. Howarth, c Cockerell, b Lane	18
Sergt. Pocock, c Lane, b Cockerell	21
Pte. Sinclair, c Luke, b Cockerell	1
Pte. Crompton, run out	2
Corpl. Fox, c Fillingham, b Luke	6
Pte. Dunlop, c Cockerell, b Luke	14
Dmr. Brown, not out	2
Extras	14
	107

ROYAL ARTILLERY.

Lieut. Lane, c Fox, b Moreland	0
Gr. Cuningham, b Lloyd	1
Gr. Dunning, b Moreland	16
Sergt. Fillingham, c Brown, b Lloyd	1
Gr. Luke, b Lloyd	6
Gr. Cockerell, run out	17
Gr. Smith, c Moreland, b Lloyd	0
Gr. Telling, c Howarth, b Moreland	0
Gr. Slaker, c Dunlop, b Howarth	9
Gr. Fry, b Lloyd	4
Gr. Bolter, not out	0
Extras	1
	55

DESPATCH OF SIR THOMAS WADE TO THE INDIAN GOVERNMENT.

Sir T. Wade to the Viceroy of India.

CALCUTTA, 16th February, 1879.

MY LORD,—As I had the honour to inform you on my arrival, I came to India, by permission of the Marquis of Salisbury, to offer to your Excellency in person some explanation of the clauses in the Agreement signed by me at Chefoo, that have been assumed to threaten the opium revenue of the Government of India; at the same time, to submit to you some alternative arrangement which might modify the inconvenience apprehended from that which in the Agreement I had undertaken to recommend.

Your Excellency thought with me that it would be best that I should reduce to writing what I had to say, and I am concerned to think that more than a month has elapsed since I promised to draw up a Memorandum on the subject. My desire being, in the first place, to be brief, and, in the next, to avoid as much as possible a controversial defence of negotiations the result of which has been more or less attacked, I have found the preparation of my statement a work of greater difficulty than I anticipated. There have been other reasons for the delay which I shall not intrude upon your Excellency's attention.

The negotiations referred to, it will be remembered, had for their principal object the adjustment of a misunderstanding occasioned by the attack upon a mission of exploration, sent by the Government of India through Burma into Yün Nan; judicial satisfaction for which I had found it scarcely possible, with the evidence in my hands, to insist upon. My demands, consequently, were directed less to reparation for the past than to security for the future; and, under this head, it is not necessary to explain at length why improvement of intercourse, diplomatic and commercial, presented itself as a chief condition. For years past, we have not had a just cause of complaint against China that might not be traced to the reluctance of her Government to recognize what is due to us as a Treaty Power her equal in degree, or as a trading community; and had I not pledged myself, even before news of the Yün Nan atrocity reached me, in March, 1875, to require some assurance of a better order of things, I should have considered it an omission of duty if I had allowed so favourable an opportunity to pass without availing myself of it.

But I was already pledged. I had obtained leave to return to England at the beginning of the year; and I had warned the Yamên of Foreign Affairs that before I left Peking I must look for such a declaration regarding our privileges, diplomatic and commercial, as would be satisfactory to Her Majesty's Government. Our experience of the Regency, which had lasted from 1861 to 1873, with the prospect of a new Regency similarly constituted, and certain almost, to be of equal duration, justified this precaution on my part.

Our commercial position in China is, of course, in no small degree influenced by the position our Diplomatic and Consular Representatives are enabled to hold, but there will be no occasion here to examine detailedly in what fashion or degree. The question immediately under consideration is exclusively commercial.

Our contention has been that under Article X. of Sir Henry Pottinger's Treaty, signed at Nanking in 1842; the Separate Article of equal significance with that Treaty, signed at Hongkong in 1843; Article XXVIII. of the Treaty, signed by Lord Elgin at Tientsin in June, 1858, and Rules 5 and 7 of the Tariff appended to that Treaty in November 1858, British imports, opium excepted, are entitled, when their Tariff duty is paid, to exemption from all further taxation until they pass a transit-duty barrier that had existed in 1843; and that on imports passing inland of any such barrier, it is at the option of the party interested either to clear the imports to a stated inland market by payment of an additional half-duty at the port of entry, in evidence of receipt of which payment the Port Customs should grant a certificate; or to pay whatever charges may be demanded by the Inland Custom-houses along the route. A similar option is secured to the exporter of native produce along the line between the inland market and the port of export.

The year 1843 is named as our point of departure, because, in the Separate Article signed that year, it is laid down that, whereas the rate of transit-duty to be levied on British imports had not been fixed in the manner contemplated in Article X. of the Treaty of 1842, that is, by declaration of a certain percentage *ad valorem*, was now, in the Separate Article, agreed that the amount to be levied on British merchandize as transit-duty was not to exceed the rates then in force, these being on a moderate scale; and that the ratifications of the Treaty of 1842 were now exchanged subject to this express stipulation.

This was signed on the 26th June, 1843. On the 8th October, 1843, Sir Henry Pottinger signed a Supplementary Treaty for the regulation of trade; but this was abrogated by Article I. of Lord Elgin's Treaty of 1858, while the same Treaty renews and confirms the Treaty signed at Nanking in 1842. The Separate Article of 1843, as I have said, is expressly allowed to be of equal significance with the Treaty of 1842.

Lord Elgin's Treaty, signed in June, 1858, had stipulated, in Article XXVIII, that within four months of its signature a declaration should be made of the amounts of transit duties leviable between the open ports of China and the inland markets along what may be termed the natural lines of trade; but the declaration not being ready, as from the state of the country it was scarcely possible it should be, it was agreed by Rule 7 of the Tariff appended to the Treaty that the amount of transit-dues legally leviable upon merchandise imported or exported by British subjects should be one-half of the Tariff duty leviable upon such merchandize.

While thus dealing with the transit-dues levied at barriers inland of the ports, Lord Elgin has reason to believe that he was dealing with the whole question of taxation over and above the Tariff duties, and this, at the time, was a legitimate assumption. Until Lord Elgin obtained it, in 1858, we had no right of access to the interior; and the pressure upon our trade, of which we had been for years complaining, was always ascribed by our native constituents to the increase of the dues or fees levied at the transit barriers. This increase, however, was the chief consequence of widespread troubles which had been for some ten years affecting the regular sources of the Imperial revenue, and these troubles had still years to run. The Empire, indeed, can hardly be said at this moment to have done with them. It has accordingly continued, as for some time yet it must continue, beholden to abnormal taxation in more than one form condemned by its traditions. The transit barriers, even of 1858, have long ceased to be the only stations at which this abnormal revenue is collected.

The weightiest and most unpopular of its imposts is the *li-kin* or *li-chuan*, of which foreigners frequently speak as a war-tax. This term incorrectly describes the tax. Its first object, years ago, no doubt, was the provision of funds for the suppression of rebellion; but the application of it varies. Its name would imply that the trader patriotically contributes 1 per mil. to the necessities of the State; but it is, in reality a very comprehensive tax upon the trade of the provinces, the imposition of which by their Governments is authorized by the Central Government, but not regulated by it. In its estimates of supply, the Board of Revenue enters such or such sum as to be furnished out of the *li-kin* of such or such a province, from the total that it assumes will be collected therein; but the memorials of the Board to the Throne make it plain that Returns of the provincial collections under this head, although frequently applied for, are seldom sent up to it; and it is notorious that the subsidies estimated for, whether as derivable from *li-kin* or from other sources, are continually in arrear.

The native trader clamours as loudly against *li-kin* taxation as any foreign merchant; but, as I have said above, some time must elapse before the Chinese Government can afford to dispense with it.

Meanwhile, the rapacity of the officials employed to collect it has singularly interfered with our enjoyment of the conditions stipulated for by Lord Elgin. It must be added that from the first the Government, Central and Provincial, has been opposed to the satisfaction of those conditions. Transit passes, or, certificates, whether on imports or exports, have been in some instances refused altogether. In some instances, when granted, they have not been respected, that is to say, they have not secured the goods they covered against undue detention, or against taxation *in transitu*. In the ground between the port of entry and the barriers at which transit dues first become leviable—the ground within which Tariff-paid imports should by Treaty be exempted from all further taxation, and which I have been wont to denominate the port-area—*li-kin* collectorates have of late years been multiplied, their operations being extended, at some ports, into the foreign Settlements; without figure of speech, up to the very doors of the foreign merchant.

The Chinese Government's plea of action has been that it had the right to tax the property of its own subjects, and that imports in native hands were no longer foreign property. By parity of reasoning it has defended the detention and taxation of certificated imports *in transitu*, if these were being carried by the native purchaser.

Our case is not so complete in the matter of exports. We have, however, an analogous grievance in respect of these; but it is unnecessary for my present purpose further to refer to it.

What I have written above exposes, I trust with sufficient clearness, the grievance of our import trade. We had to complain that our imports, opium excepted, were illegally taxed within the port-area, and on their way from the port to the inland market. I should add that the grievance was aggravated by the refusal, or professed inability, of the authorities engaged in collecting the duty illegally imposed, to supply us with any information regarding its rule of incidence.

I have excepted opium from the list of imports illegally taxed, because it does not possess under Treaty the same rights as the rest of our imports. Lord Elgin's proposition regarding opium amounted to this: Admit into the new Tariff openly the drug which is now introduced into China with the connivance of the Government, and is as regularly taxed as any other merchandize, and you may lay on it what you please once it passes into Chinese hands. I will not claim for it the protection of the transit-duty clauses, nor, in the decennial revisions of the Tariff, shall the same rule be applied to opium as to other goods. No amount of taxation, therefore, that may be laid upon opium after it leaves the importer's premises, can be complained of as illegal. My complaint had been that all other imports were treated as if they were opium, and it was to the cure or mitigation of the evil thus inflicted upon them that I was pledged to address myself.

On the other part, I could not ignore the fact that one measure very necessary to this end would expose the Chinese revenue, lawfully derivable from opium to a certain loss, and against this I cannot but think I was in honour bound to guard. Let me, at the same time, assure your Excellency that, if the changes I was about to recommend had appeared to me in any way calculated to prejudice the revenue of the Government of India, I should have refrained from any step so advanced as the signature of an instrument committing me to the support of that recommendation. It was to a recommendation alone, as reference to my Agreement will show, that I did commit myself. I could not have conceded restriction of a Treaty right—contraction of our area of exemption from taxation in excess of Tariff—or other modification of the commercial clauses of our Treaty, except with the consent, not only of my own Government, but of all other Powers having Treaties with China. Our Treaties have so much in common that it is scarcely possible, in trade it is impossible, that amendment of any single Treaty should be operative, unless all are agreed to adopt it.

Accordingly, when I undertook, on my own responsibility, to close the Yün Nan affair if certain conditions were satisfied, I especially stipulated that my colleagues, the Representatives of the Treaty Powers, should at once be invited to consider the proposition I was about to submit to my own Government; and that, in token of good faith, the draft of the Tsung-li Yamên's Circular to the different Legation was to be shown me. This was done.

And now, before going further, I will briefly restate the proposition which immediately affects the matter before me. I was convinced that, for some time to come, it might be years, the Government of China would not be able to dispense with its *li-kin* revenue; and that, so long as *li-kin* collectorates existed for the taxation of native trade, so long would it be certain that foreign imports would be made to feel its weight wherever the *li-kin* collectorate might be beyond reach of Consular surveillance. I feel equally sure that whenever the financial condition of the Empire might enable it to give up this trade tax, so odious to the native merchant, it would no longer be laid upon the foreign import trade; for, considerable as it is, the whole foreign trade is but small in proportion to the internal trade of the country; and I do not believe that it will ever pay to maintain *li-kin* collectorates exclusively for the taxation of foreign imports. Having secured, as I conceive, a more just interpretation than has heretofore obtained of the transit-duty clauses of the Treaty of 1858, I proposed, therefore, that if the Government of China conceded us greater opportunities of trade than we possessed, we should restrict the area of our exemption from *li-kin*.

For various reasons, a principal one being the difficulty of precisely defining the area to which, in theory, the Separate Article of 1843 would entitle us, I proposed that the limits of the new area should coincide with those of the foreign Settlements at the ports, which it would devolve on the foreign Consuls and the local authorities to consider together. This delimitation would involve the exclusion of the *li-kin* collectorates from the port-area, and the exclusion of those would, of course, render necessary an adjustment of the taxation of opium, the only one of our imports on which the Chinese were, under Treaty, entitled to impose taxation in excess of Tariff duty in a port-area. I proposed, accordingly, that the collectorates once banished, the *li-kin* on opium should be levied by the foreign Inspectorate of Maritime Customs, an admirably organized Service, whose proceedings would be as regular, as the action of the *li-kin* collectorates' Executive had proved itself, at Shanghae at all events, the most considerable of the open ports, to be fruitful of misunderstanding.

On somewhat similar grounds I subsequently recommended a like transference to the foreign Inspectorate of the duty of collecting *li-kin* on opium brought into Hongkong. The trade of the Colony with the coast of China, unless in foreign bottoms trading to and from the Treaty ports, is of course a question *per se* outside the Treaties. The Chinese Government, in order to protect itself against loss of revenue, eminently of revenue on opium, has planted native Custom-houses on different points of Chinese territory in the neighbourhood of the Colony for the surveillance of the junk trade, which is further watched by a preventive service of small steamers. The right of the Chinese Government thus to protect its interest was beyond dispute. Its *modus operandi* had been as vexatious as the action of Chinese officials uncontrolled is ever certain to be. The revenue the Chinese most desired to secure in the trade in question was, beyond doubt, the opium revenue. This secured, I hoped, on our side, to secure the extinction of the obnoxious cordon. Removal of similar causes of brickering is of advantage to more than the interests of the Colony *per se*, precious as these may be allowed to be.

My suggestion regarding Hongkong, however, was doomed to shipwreck. The Superintendent of Customs at Canton objects to place the junk trade, in the manner I proposed, under the foreign Inspectorate. He has instead assented to a Code of Regulations which, if the native Executive observe them, will diminish the inconvenience complained of. But it is too much to hope, so long as the three Custom-houses are maintained, that there will never be cause of offence to the Colony. The Chinese Government, on the other part, will undoubtedly lose much both of the Tariff revenue and *li-kin* on opium that the foreign Inspectorate would have collected for it.

The recommendation that the foreign Inspectorate should collect the *li-kin* on Opium brought into the Treaty ports, out of deference to the wishes of your Excellency's Government, has not either been confirmed. I had not contemplated as necessary the formal ratification of the Chefoo Agreement; but as I exacted the publication of an Imperial Decree approving that instrument before I would consent to report a final settlement of the Yün Nan affair, the Government of China has claimed a corresponding expression of approval on the part of our own. It has satisfied, it contends, all the conditions insisted upon by me, and it urges that we are equally bound to confirm the provisions of the Chefoo Agreement.

This, to a certain point, is fair argument. Not anticipating in any quarter serious objection either to the proposed method of collecting *li-kin* on opium, or to the exchange of the larger port-area of exemption from *li-kin* against the proposed extension of trade, I stipulated that the four new ports of residence and the six ports of call, which were to be the price of our concession, should be opened within six months of the receipt of the Imperial Decree above-mentioned, and these ports were all opened within the six months.

But, as in duty bound, I provided that the date for giving effect to the stipulations affecting exemption of imports from *li-kin* taxation within the foreign Settlements, and the collection of *li-kin* on opium by the foreign Inspectorate, should be fixed as soon as the British Government had arrived at an understanding on the subject with the other Treaty Powers.

Now the Representatives of various of the Treaty Powers having objected in particular to the reduction of the port-area to the narrow limits recommended by me, the discussion of the port-area question will be resumed on my return to Peking; and however this may be ultimately disposed of, it will be impossible that the question of opium *li-kin* should not be also revived. The eagerness of the Chinese Government to see the Chefoo Agreement ratified is, in my belief, mainly due to its apprehension that without some such protection as that provided by the Agreement, the *li-kin* revenue must sustain a serious loss.

Its fears are not without foundation. The farther the boundary of the port-area is made to recede the greater, of course, the chance of such loss. Shortly after my departure from Peking, the foreign Ministers there resident called upon the Chinese Government to withdraw its *li-kin* collectorates from the Settlements at Shanghai, not as a concession referable to my Agreement of the limitation of the port-area recommended in which, as I have stated, they disapproved, but in part satisfaction of the Treaty right of far older date by which foreign imports ought to be exempted, while between port and inland barrier, from all taxation in excess of Tariff. The Settlements of Shanghai, which cover a few miles of ground, are occupied in great part by a Chinese population of brokers and shopkeepers. These, of course, profited by the removal of the *li-kin* collectorates, and the Chinese of the same class inhabiting the city and suburbs of Shanghai let the authorities understand that, unless their burdens were similarly lightened, they should transfer their establishments to the foreign quarter. The authorities gave way, and for more than a twelvemonth I have reason to believe that no *li-kin* has been levied in Shanghai or its immediate vicinity, at least, not by collectorates of the old stamp. Some portion of it will be doubtless recouped from the trading guilds under another form or title of taxation.

The loss in opium revenue, I imagine, must be considerable, and if the Government of India be still averse to the intervention of the foreign Inspectorate in the collection of *li-kin*, I venture to hope that it will not be equally opposed to a certain increase of the Tariff duty, the *li-kin* tax being left as formerly, though at a comparative disadvantage, to take care of itself.

It has been urged that it is in violation of international practice to pledge a Government, as I desired to pledge mine, in a diplomatic instrument, to sanction of the levy of a tax in the nature of a municipal or inland due in addition to a Treaty import duty, except as a commutation of such due, and with the view to placing the amount, defined and limited, under an international guarantee; further, that it is a mere form to maintain the Treaty limitation of the import duty, while, at the same moment, and at the same spot, the authorities are at liberty to levy what they like under the name of *li-kin*.

The authorities have, in reality, been free to levy what they pleased in addition to the Tariff duty ever since the Tariff came into operation in 1859, and they have taken advantage of their right, but, as I believe, solely with reference to the circumstances of the different ports of entry. It was this consideration that influenced me when I recommended that, if the corrupt and troublesome native Executive heretofore charged with the levy of the *li-kin* were to be stripped of their office, that tax, which the Chinese Government has the fullest right to levy, should be collected by the foreign establishment which has the exclusive collection of duties on foreign trade in its hands. I did not believe that the sale of Indian opium would be in any degree diminished in China by the measure, and this for two sufficient reasons, firstly, that Indian opium is a requirement of the Chinese people, and secondly, that the revenue derivable from it is sorely needed by the Chinese Government.

As to the suppression of opium-smoking upon moral grounds, I cannot think that for years it will be attempted; the habit is become too general. Native opium is produced in every part of the Empire that will bear the poppy, notably in the provinces of Yün Nan, Sze Ch'uan, Kan Su, and Shen Si. In these and the districts adjoining them I doubt that Indian opium is consumed at all. In Manchuria the native opium competes with the Indian, and, as I have before intimated, it may one day come to pass that improvement in the cultivation of the poppy, and preparation of the drug, will place the foreign import at a disadvantage. But that day is not, in my opinion, near at hand; and meanwhile, so far as the Chinese Government is concerned, it is certainly discovering no tendency to encourage the development of a native opium trade; on the reverse, it formally protests against cultivation of the poppy, and although with some inconsistency the authorities levy *li-kin* upon native opium, its production is none the less interdicted.

I have before me two letters written last August by a Chinese high in office, who is very anxious that the Chefoo Agreement should be ratified, and on this account doubtless what falls from him must be taken *cum grano*. Still, his remarks upon the native opium question are not undeserving of attention.

He is writing especially to deprecate any suspicion on our part that his own Government desires to foster the production of native opium in order to drive ours out of the market.

All evidence, he contends, points the other way. An Imperial Decree has recently been issued enjoining the Provincial Governments to prohibit the cultivation of the poppy within their respective jurisdictions. Whether success has attended this effort of the Central Government or not, he urges, it suffices to show the importance it attaches to the discontinuance of poppy cultivation; and this for the two-fold reason that, while addictedness to the use of opium demoralizes and ruins the people, cultivation of the poppy impoverishes the soil, and renders it unavailable for production of the necessaries of life. It has been brought to the notice of the Government that the increasing cultivation of opium had so interfered with the raising of cereals as in many places to have caused or aggravated the recent famine. Land formerly devoted to food-stuffs had been given up to the poppy. In years of plenty, consequently, the grain produced in the districts referred to was insufficient for the wants of the population, while in years of dearth the people were reduced to starvation, or had to emigrate as paupers.

As to our alarm lest home-grown should compete with Indian opium, there can be no prospect, he maintains, that the former will displace the latter. "It is notorious that the poppy grown in China cannot produce good opium. Indeed, the quality of the Chinese product is so inferior that it is used only by those who would be unable to buy the more expensive Indian commodity, even were it imported duty-free, while the wealthier classes regard it as vulgar to partake of any other opium than Indian."

There may be here some slight exaggeration. It is beyond doubt, at the same time, that the Indian opium is considered the more fashionable, as well as the fuller flavoured of the two. In Peking society, at least among the younger men who have time to idle together, it is become as much the usage to offer a visitor a pipe of opium, as with us to invite him to smoke cigars or cigarettes; and it would certainly not be considered good style to give him any but the foreign drug.

The letter goes on to affirm that the Chinese Government has no thought whatever of availing itself of the Chefoo Agreement to raise the *li-kin* on Indian opium to a prohibitory rate. It would be glad, he writes, to see its importation stopped altogether, were this possible, which the writer knows it is not. The Government is set upon the prohibition of opium cultivation at home; but this he knows can only be effected gradually. The Chinese Government, he adds, levy *li-kin* on native opium as well as on Indian opium, and at the same rate. The last assertion I take leave to doubt. Finally, he declares that the sole object of the proposed simultaneous collection of *li-kin* and Tariff duty is the prevention of smuggling; the security, that is to say, of the revenue to which the Government is entitled when the drug passes out of foreign hands.

I believe that there is much truth in this last statement. The Government is sorely in want of money; and although it is frequently chargeable in its local finance with suicidal eagerness to secure the golden egg, it must be admitted to have shown, on the whole, an intelligent tenderness in its treatment of opium *li-kin*.

I give below a list of the open ports at which I have been enabled to ascertain, approximately, the rates of *li-kin* levied per picul on foreign opium. Of the *li-kin* on native opium I know nothing to be relied on. The tael is an ounce of silver estimated by the foreign Inspectorate as equivalent to 6s. sterling:—

	Taels.
Kiung-chow (Hai-nan)	23.0
Swatow	21.5
Amoy	84.6
Foochow	84.6
Ningpo	32.0
Wenchow	40.0
Shanghae	40.0
Chin-kiang	16.0
Chefoo	32.0
Tien-tsin	18.0
New-chwang	18.0
Hankow	30.0

This list does not include the new ports of I-chang, Wuhu, and Pakhoi. The last is but a branch of Kiung-chow, and the rate of *li-kin* is probably the same at both ports. At Canton, Tamsui, and Takow, which do not either appear in the list, we may be sure that the *li-kin* is not below 20 taels per picul. At Canton it is certain to be much higher.

I have before me the Returns of Trade at the Treaty ports for the year 1877, prepared under the direction of Mr. Hart, Inspector-General of the Maritime Customs, and chief of the foreign service, known as the Customs' Inspectorate, which are thoroughly trustworthy. I append the reprint of a Table extracted from p. 13 of this Return, showing the importation of opium into the open ports from 1870 to 1877 inclusive; and according to the data contained in this, I make out that of the 12,000,000 taels collected on the foreign import trade in 1877, the opium yielded upwards of 2,000,000 taels in Tariff duties; while, according to the rough *li-kin* Table above given, there must have been collected on the year's import at least some 3,500,000 taels. This last is my estimate.

It will strike any one that the entry of opium at Canton is inconceivably small; but this is due to the near neighbourhood of Hongkong, from which, as also along the coast east and west of the Colony, the opium is carried to Canton in native junks. The import into Hongkong in 1877, not accounted for at the ports, was some 25,000 piculs, of which a small quantity would be consumed on the island and a small quantity transhipped to California. The balance must have found its way into China. Allowing that 20,000 piculs were so carried in junks, this quantity, had it passed through the open ports, would have paid 600,000 taels Tariff duty, and scarcely a less sum in *li-kin*. It does not follow that it paid nothing. It no doubt paid *li-kin* and irregular fees. But the revenue due on it was, without doubt, in no small part evaded; and that the Hoppo, or Chinese Superintendent of Customs, should, most probably from corrupt motives, have declined the assistance of the foreign inspectorate in collecting it, may be held an argument against my position that the Government's carefulness of its opium revenue is to be counted on. A Chinese authority will always be jealous of the apparent intervention of a foreigner between him and his nationals; but, besides this, the appointment of the Hoppo of Canton is peculiar. He is always a member of the Imperial Household. He is sent to make his own fortune, but on the understanding that he is to supply many things that should be paid for out of the Privy Purse. It would scarcely be fair to argue from Canton to the other ports.

Of the slackness of the native authorities when left to themselves I take leave to give one other instance. At Peking, which is closed to foreign trade, there is a very heavy octroi. In 1876, according to Mr. Mongan, our Consul at Tsientsin, there were forwarded thence to Peking some 2,300 piculs of opium: "Say that 500 piculs of this (a very liberal allowance) were smuggled into the city, there remain 1,800 piculs which should have paid octroi duty at the city gates. This duty last year (1876) was 38½ taels per picul, and its amount therefore should have been 69,300 taels. But in the *Peking Gazette* of the 6th October, 1876, it is officially reported that the duty collected on opium at the gates of Peking during the year ending 19th September, 1876, but amounted to 11,299·7 taels, leaving a balance of 37,000 taels unaccounted for, supposing the above estimate (Mr. Mongan's) to be correct."

I have been desirous of setting before your Excellency such a statement as will make plain not only the position of the opium trade in China,

but my own difficulties in dealing with it. I write almost apologetically, because I am aware that in my action regarding it, it has been thought that I showed indifference to the duty of preserving intact to the Government of India a source of revenue of paramount importance. I have shown why I touch the opium question at all; that I could not have left the general taxation of our trade untouched, and that I could not approach this latter without at the same time considering the protection of such lawful interests of the Chinese Government, as my exaction of what was due to our own trade must have more or less jeopardised. I did not conceive that the stricter collection of *li-kin* would jeopardize the trade in Indian opium, even if the rates of *li-kin* were to be considerably raised. Mr. Hart, a high authority, was of opinion that, were a uniform rate agreed to, our opium would bear a heavier *li-kin* than has ever been laid upon it except at Foochow and Amoy.

I fear that I cannot now avoid pressing the Government of India to assent to some arrangement by which some payment in addition to the present Tariff may be secured to the Chinese Customs before the opium passes into consumption. I had a conversation with the Minister Kuo Sung-t'ao the day before I left London, and he insisted much on the loss of revenue that must certainly ensue on the expulsion of the *li-kin* collectorates from the Settlements, or the expansion of the port-areas, if we at the same time refused to intrust the collection of the *li-kin* to the foreign Inspectorate.

We cannot, I think, go back. We cannot say to the Chinese, "Take back the four ports of residence that you have opened, and the six places of call, and give us the port-area to which, under the Treaties, we are entitled; and take your *li-kin*, as before, off the opium as you may."

This would land us in our old difficulty of defining the port-area to which the Treaties entitle us, and which other Powers would certainly not consent to contract without a *quid pro quo*. I know of no *quid pro quo* worth the having except the extension of our trade by the opening of new ports; this being a gain, it may be remarked, not less to trade in opium than to other trade. The proposition to resume the *status quo*, although it may be legitimate in the coming negotiations to advance it hypothetically, could not be insisted on without unpleasant consequences. The Chinese would not fail to impute bad faith to us, and our trade would not improbably pay the penalty in one form of vexation or other.

I should be glad, therefore, to be authorized to adopt one or other of the following courses. The definition of a port-area at every open port being now to be determined by the Treaty Powers, I would propose that the amount of additional duty, whether levied as *li-kin* or otherwise, be greater or less according as the boundary of the area be nearer or further from the port custom-house. The larger the port-area, the larger the addition to Tariff duty to be conceded.

The *li-kin* tax, be it observed, it is to be tolerated beyond the limits of the port-area, upon all imports not protected by transit duty certificate. Opium, by Treaty, cannot be so protected; but the larger the port-area, of course, the larger the local consumption and the retail trade; and the greater the difficulty of the *li-kin* collectorates in watching the drug through and out of the port-area. I believe that the trade would be most favoured by agreement to concede such an amount of duty as would tempt the Chinese to keep their *li-kin* collectorates altogether out of the port-area, no matter what its extent; but this would not be equally practicable at all the ports. At Canton, for instance, we could not expect it. The *li-kin* on native trade in such a city is too considerable to be foregone. The same may be said of one or two other large centres. At such places I should be for concession of the minimum rate of increase; certain that, both when in consumption and *in transitu*, the opium would speedily have to pay more than the first charge.

But if the principle be admitted that there is to be an addition recognized, and an addition differing according to circumstances, it will then have to be decided, whether that addition shall be made in the form of an increased Tariff duty, or in the form of *li-kin*.

Mr. Hart, whom I consulted before I left England, expressed an opinion that an increase of the Tariff duty would be preferable to the alternative measure, because if *li-kin* were collected by the Foreign Customs, it would be passed into the Imperial as distinguished from the Provincial Accounts; and although by sanction of the Board of Revenue, portions of the Foreign Customs duties are applied to the use of the provinces, the *li-kin*, as we know, is looked upon, in the provinces, rather as provincial revenue with which the chief of the jurisdiction deals more or less independently of the Board.

It may be objected that if we once assent to a higher Tariff duty than the present, we shall never get rid of it; while the *li-kin*, although the tax has probably a long lease of life, whenever it dies out on other trade, will not be continued on opium alone.

My belief is that, with the liberty reserved them by the Treaty of 1858 to tax Indian opium as they please, they are no more likely to leave it untaxed than we should be to leave foreign wines or other commodities which, though luxuries, have become essentials to us, be *li-kin* abolished or retained.

I should like to be left free by the Government of India to ascertain which of the two courses would be the more acceptable to the Chinese, and to be guided by the argument they may employ in favour of either. I have still a safeguard against miscalculation in the proviso that whatever may now be agreed to is to be regarded as an experiment only; the success of the experiment being at the same time guaranteed by the engagement that, if good faith is kept, the revision of our Treaty now due shall be postponed for five years.

There is one argument in favour of the *li-kin* payment, namely, that the importer of opium will not, as a first charge, be more heavily taxed than at present. Another is that as it involves no alteration in the text of the Treaties, it will hardly be possible for any Treaty Power to object to it.

There remains only to be considered the additional amount of duty which we are prepared to agree shall be paid if the one course is adopted, or the amount of *li-kin* to be levied by the Foreign Inspectorate, if the other be approved.

I do not forget that whichever course be followed, the opium will be farther taxed inland, it may be very near the port. But I rely once more upon the self-restraint of the Chinese Government where its opium revenue is concerned. If the dread of the smuggler be a check upon its tendency to immoderate taxation, the refusal of the Canton Superintendent to ally himself with his foreign coadjutors will preserve to the Hongkong junk trade much of its old opportunity. Even without this door open, I believe it impossible for the time being to extinguish the trade. Accepting, therefore, scarcely half of Mr. Hart's estimate of what the trade will bear, I shall not be afraid to allow an additional Tariff or *li-kin* tax of from 20 to 40 taels per picul; and if authorized to set the concession, as above suggested, against extension of the port-area, I should apportion my amounts according to the principle earlier indicated. The larger the port-area, the better for all trade, the opium trade included. Its definition, so long resisted, will relieve all trade of a great part of the worry that now afflicts it. The Chinese, who have always withstood our contention that a port-area is a Treaty right, will yield it reluctantly; but besides the consolation they will not fail to derive from augmentation of their Tariff revenue, our proposal will protect us against the allegation that we have not been acting in good faith, and that when in accordance with their promise they had opened new ports to our trade, we had not been equally careful to do what we had undertaken.—I have, &c.,

(Signed) THOMAS FRANCIS WADE.

FOOCHOW.

Strong N.E. gales are still prevailing outside. On the 17th November, the British 3-masted schooner *Willy*, Captain Oscar, from Amoy to Chefoo, had to put back to Sharp Peak, having broken her foreyard, and lost sails, &c. The German gunboat *Iltis* is reported to have been seen on the 17th Nov., with loss of foremast steaming North. Barometer all the time showing very high. It is expected that in few a days' time the wind will settle down to the steady N.E. monsoon.

The recent several phenomena of Comet, Moon shining by day, and slight Earthquake, have rendered the natives exceedingly fearful; and they attribute the recent dreadful fire and the existing cholera epidemic to these strange events. With a view to preventing worse results, a general chin-chin Joss has been held during the past week, and sing-songs given. Whether this method of ameliorating the evil will have the desired effect remains to be seen, but the natives appear fully confident that it will prevent a farther progress of the evils from which they are suffering. So much for the peculiar superstition of the Chinese, and "if it doesn't hurt us and amuses and satisfies them" we have no occasion to complain of these strange customs, which perhaps after all are no more absurd than many of our own, if we could only see it.—*Herald.*

COMMERCIAL INTELLIGENCE.

THURSDAY, 30th November.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8¼
Bank Bills, at 30 days' sight ...3/8½
Bank Bills, at 4 months' sight 3/8¾
Credits, at 4 months' sight ...3/8¾
Documentary Bills, at 4 months' sight 3/8¾

ON PARIS.—
Bank Bills, on demand 4.62
Credits, at 4 months' sight 4.72

ON BOMBAY.—Bank, 3 days' sight 223
ON CALCUTTA.—Bank, 3 days' sight 223

ON SHANGHAI.—
Bank, sight 72¼
Private, 30 days' sight 73¼

SHARES.

Hongkong and Shanghai Bank Shares—161 per cent. premium.
Union Insurance Society of Canton, Limited—$1,700 per share.
China Traders' Insurance Company's Shares—$1,550 per share.
North China Insurance—Tls. 1,225 per share.
Yangtsze Insurance Association—Tls. 850 per share.
Chinese Insurance Company, Limited—$230 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$105 per share.
Hongkong Fire Insurance Company's Shares—$1,085 per share.
China Fire Insurance Company's Shares—$335 per share.
Hongkong and Whampoa Dock Company's Shares—54 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$31 per share, premium.
Indo-China Steam Navigation Co.'s Shares—5 per cent. discount.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$110 per share.
China Sugar Refining Company, Limited—$195 per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—$114 per share.
Hongkong Ice Company's Shares—$164 per share.
Hongkong and China Bakery Company, Limited—$65 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.
Chinese Imperial Loan of 1881—2¼ per cent. prem.

HONGKONG TEMPERATURE.

FROM MESSRS. FALCONER & Co.'s REGISTER.
November 30th.

Barometer—9 A.M. 30.261
Barometer—1 P.M. 30.190
Barometer—4 P.M. 30.162
Thermometer—9 A.M. 63
Thermometer—1 P.M. 63
Thermometer—4 P.M. 62
Thermometer—9 A.M. (Wet bulb) 57
Thermometer—1 P.M. (Wet bulb) 55
Thermometer—4 P.M. (Wet bulb) 56
Thermometer—Maximum 63
Thermometer—Minimum (over night) 61

CHINA COAST METEOROLOGICAL REGISTER.

November 30th.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. On date at 10 A.M.	MANILA. On date at 10 A.M.	MANILA. On date at 4 P.M.
Barometer	30.17	30.23	30.13	30.14	30.28	30.35	30.07	29.97
Thermometer attached	71.0	66.0	65.0	62.0	49.2	39.2	73.5	80.2
Direction of Wind	ENE	ENE	NE	NE	NNW	S	NE	NNE
Force	4	4	1	2	5	0	1	2
Dry Thermometer	70.0	64.5	65.0	62.0	48.3	39.0	80.6	80.8
Wet Thermometer	64.0	64.0	57.0	55.0	43.3	36.3	74.9	78.6
Weather	c.	c.d.	o.c.	o.c.	r.c.	r.m.	b.c.r.	c.
Hour's Rain	—	—	—	—	—	—	—	4
Quantity fallen	—	—	—	—	—	—	—	0.82

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [13

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
Is prepared to ACCEPT FIRST-CLASS RISKS at ½ °/₀ nett per Annum, and other INSURANCES at Current Rates.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.
JAS. B. COUGHTRIE, Secretary.
Hongkong, 27th March, 1882. [680

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.
MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [1046

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January, 1882. [21

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £10,000, at the Reduced Tariff Rates.
DOUGLAS LAPRAIK & Co.
Hongkong, 11th May, 1881. [18

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LEUNG ON, Esq., President.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN, Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1730

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAMBURG	Carmelita & Ida	Ketels		Carlowitz & Co.	Quick despatch.
HAVRE AND LONDON	Meteor	Horstmann	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
LONDON, via SUEZ CANAL	Gordon Castle (str.)	Waring		Adamson, Bell & Co.	Quick despatch.
LONDON, via SUEZ CANAL	Antenor (str.)	Bragg		Butterfield & Swire	On the 5th inst.
LONDON, via SUEZ CANAL	Glenfinlas (str.)	Jacobs	Hongkong	Jardine, Matheson & Co.	On or about 6th inst.
LONDON, &c., via SUEZ CANAL	Brindisi (str.)	R. W. Haselwood		P. & O. S. N. Co.	On 12th inst., at 4 P.M.
MARSEILLES, via SUEZ, &c.	Sindh (str.)	Lequerré		Messageries Maritimes	On 5th inst., at Noon.
TRIESTE, &c.	Berenice (str.)	P. Crillovich		Melchers & Co.	On or about 4th inst.
HAVRE AND HAMBURG	Christian	Kossow	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Mommsen	Wilms	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Gloaming	Densmore	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Peking (str.)		Hongkong	P. M. S. S. Co.	To-morrow, at 3 P.M.
SAN FRANCISCO, via Y'HAMA	Arabic (str.)		Hongkong	O. & O. S. S. Co.	On 12th inst., at 3 P.M.
SYDNEY AND MELBOURNE	Tannadice (str.)	S. G. Green	Hongkong	Gibb, Livingston & Co.	On 15th inst., at 4 P.M.
KUDAT AND SANDAKAN	Fokien (str.)	Abbott		Douglas Lapraik & Co.	On 4th inst., at 4 P.M.
YOKOHAMA	Tanais (str.)	Drujon		Messageries Maritimes	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Bangalore (str.)			P. & O. S. N. Co.	On 15th inst., at Noon.
YOKOHAMA, via NAGASAKI, &c.	Sumatra (str.)		Hongkong	P. & O. S. N. Co.	To-day, at Noon.
YOKOHAMA AND HIOGO	Glenlyon (str.)	Gedge		Jardine, Matheson & Co.	To-day, at 3 P.M.
NAGASAKI, KOBE, &c.	Niigata-Maru (str.)	Wynn		M. B. M. S. S. Co.	On 8th inst., at 4 P.M.
BANGKOK	Dale (str.)	E. Allason	Hongkong	Yuen Fat Hong	To-morrow, Daylight.
SHANGHAI	Ava (str.)	Bretel		Messageries Maritimes	Quick despatch.
SHANGHAI	Mirzapore (str.)			P. & O. S. N. Co.	Quick despatch.
MANILA, via AMOY	Diamante (str.)	Cullen	Hongkong	Russell & Co.	To-day, at 5 P.M.
SAIGON	Odin (str.)		Hongkong	Sooy Shing	On 3rd instant.
SWATOW, AMOY, & F'CHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	On 3rd inst., Daylight.

INSURANCES.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000 at Current Local Rates.
RUSSELL & Co., Agents.
Hongkong, 1st January, 1874. [1

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.
HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.
Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.
HO SHEN CHEE, Secretary.
Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1092

LA GRANDE COMPAGNIE D'ASSURANCES MARITIMES. (CERCLE TRANSPORTS REUNIES) PARIS.

CAPITAL SUBSCRIBED .... 50,000,000 Francs.
CAPITAL PAID-UP .... 12,500,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
ARNHOLD, KARBERG & Co.
Hongkong, 1st January, 1882. [1824

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ... £100,000 Sterling.
RESERVE FUND UPWARDS OF .... £120,000 Sterling.
ANNUAL INCOME .... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1879. [15

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements .... at ½ °/₀ Net per Annum.
On First-class Godowns, & Merchandise stored therein .... at ½ °/₀ Net per Annum.
On Coals .... at 1 °/₀ Net per Annum.
On Petroleum in licensed Godowns .... at 1½ °/₀ Net per Annum.
On First-class Chinese Tenements .... at 2 °/₀ Net per Annum.
On Second-class Chinese Tenements .... at 2½ °/₀ Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [19

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879. [1680

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.
LINSTEAD & DAVIS, Agents, Sun Fire Office.
Hongkong, 12th May, 1881. [17

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.
RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.
GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [22

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [16

VESSELS ON THE BERTH.

STEAM TO YOKOHAMA VIA NAGASAKI.
WITH OPTION OF CALLING AT HIOGO,
(Passing through the Inland Sea).

THE P. & O. S. N. Co.'s Steamship
"SUMATRA,"
will leave for the above place, TO-DAY, the 1st December, at NOON.
A. McIVER, Superintendent.
Hongkong, 16th November, 1882.

FOR YOKOHAMA AND HIOGO.

THE Steamer
"GLENLYON,"
Captain Gedye, will be despatched for the above Ports TO-DAY, the 1st December, at THREE P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 30th November, 1882. [2179

FOR MANILA, VIA AMOY.

THE Steamship
"DIAMANTE,"
Captain Cullen, will be despatched for the above Port TO-DAY, the 1st December, at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 28th November, 1882. [2171

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Chartered Steamship
"DALE,"
Captain E. Allason, will be despatched for the above Port TO-MORROW, the 2nd December, at DAYLIGHT.
For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, 28th November, 1882. [2172

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"NAMOA,"
Captain Westoby, will be despatched for the above Ports on SUNDAY, the 3rd December, at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 29th November, 1882. [2176

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship
"BERENICE,"
Captain P. Crillovich, will be despatched as above on or about the 4th December.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 24th November, 1882. [2151

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ANTENOR,"
Captain Bragg, will be despatched on TUESDAY, the 5th December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th November, 1882. [2059

FOR SYDNEY AND MELBOURNE,
(Calling at PORT DARWIN and QUEENSLAND PORTS, taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA, AND FIJI.)

THE Eastern and Australian Steamship Company's Steamer
"TANNADICE,"
Captain S. G. Green, will be despatched as above on FRIDAY, the 15th December, at FOUR P.M.
Parcels (all of which must be sent to our Office) will be received up to 4 P.M. on 14th December.
Contents and Value of packages must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 29th November, 1882. [2178

STEAM TO YOKOHAMA VIA NAGASAKI.
WITH OPTION OF CALLING AT HIOGO,
(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship
"BANGALORE,"
will leave for the above places, on FRIDAY, the 15th December, 1882, at TWELVE (NOON) O'CLOCK.
A. McIVER, Superintendent.
Hongkong, 30th November, 1882.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"MIRZAPORE,"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER, Superintendent.
Hongkong, 30th November, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"AVA,"
Commandant Bretel, will be despatched for
SHANGHAI
shortly after her arrival from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, 27th November, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"TANAIS,"
Commandant Drujon, will be despatched for
YOKOHAMA
shortly after the arrival of the next French Mail from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, 27th November, 1882.

VESSELS ON THE BERTH.

FOR HAVRE AND HAMBURG.

THE 3/3 L. I. I. German Schooner
"CHRISTIAN,"
Kossow, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 21st November, 1882. [2125

CASTLE LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.
(Taking Cargo at through rates for HAMBURG and NEW YORK).

THE Steamship
"GORDON CASTLE,"
Waring, Commander, will be despatched for the above Port early in December.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 20th November, 1882. [2003

FOR NEW YORK.

THE 3/3 L. I. I. German Ship
"MOMMSEN,"
Wilms, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 20th November, 1882. [2114

FOR HAMBURG, DIRECT.

THE 3/3 L. I. I. German Bark
"CARMELITA & IDA,"
Ketels, Master, shortly expected here, will load here and at Whampoa for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 26th October, 1882. [1978

FOR NEW YORK.

THE 3/3 L. I. I. British Ship
"GLOAMING,"
Densmore, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 7th November, 1882. [2046

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ANNA BERTHA, Ger. bark, H. Krause.—Chinese.
ANDREAS, Ger. bark, F. Hoger.—Siemssen & Co.
AGNES MUIR, Brit. bark, J. Lowe.—Gibb, Livingston & Co.
CLARA, Ger. bark, S. Lentig.—Melchers & Co.
CHINA, Ger. str., Schoer.—Yuen Fat Hong.
CHRISTIAN, German schooner, C. Kossow.—Wieler & Co.
CRUSADER, Brit. str., Rowin.—Chang Wo Cheong.
CONQUEST, American bark, H. Cairn.—Ed. Schellhass & Co.
C. F. SARGENT, Am. sh., Atherton.—Chinese.
EASINGTON, Brit. str., Greig.—Captain.
ERIN'S ISLE, Brit. ship, J. Fleming.—Gibb, Livingston & Co.
FANO, Dan. brig, Mortensen.—Ed. Schellhass & Co.
FERDINAND, German bark, Westergaard.—Wieler & Co.
HAMMONIA, Ger. bark, Weller.—Chinese.
HIERONYMUS, Ger. bark, Iplond.—Wieler & Co.
HELENE, Brit. bark, Inkster.—Melchers & Co.
H. UPMANN, German bark, Weber.—Captain.
J. HARKNESS, Am. bark, Amsbury.—Adamson, Bell & Co.
JUNO, Ger. bark, Brockwaldt.—Melchers & Co.
MARINA, British bark, Langlois.—Adamson, Bell & Co.
MALVINA, Ger. bark, H. Klinge.—Wieler & Co.
MINERVA, Ger. brig, P. Duhme.—Melchers & Co.
N. BOYNTON, Am. bark, Nasson.—Douglas Lapraik & Co.
NONPAREIL, Brit. bark, Ed. Finlayson.—Chong Woo
RAVEN, Brit. bark, J. Whiting.—Ed. Schellhass & Co.
SOLVEIG, Nor. bark, Olsen.—Ed. Schellhass & Co.
TA-LEE, Ger. bark, Stolze.—Siemssen & Co.
THOON KRAMOM, Siamese bark, Vorrath.—Siemssen & Co.
VALPARAISO, Ger. bark, Meyer.—Melchers & Co.
YOUNG SIAM, Siamese bark, W. Saxterph.—Chinese.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [26

LORNE HIGHLAND WHISKY.

Pure Highland Malt,
Thoroughly matured.
"As a Stimulant."
Says the *Medical Review*,
"It is preferable to Brandy."
Bottled under the special supervision of H.M. Inland Revenue, in full-sized bottles, 6 to the gallon.
Sole Proprietors,
GREENLEES BROTHERS,
31, COMMERCIAL STREET, LONDON, E.
Distilleries, Argyleshire.
Agents:—
JARDINE, MATHESON & Co.,
Hongkong. [1441

T. ALGAR AND COMPANY
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
6, QUEEN'S ROAD EAST. [29

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE
1874, "WEISSLACK."
$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24 .... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.
CHATEAU LAROSE.
$12 .... per case of 1 dozen quarts.
LORMONT.
$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 26th March, 1881. [24

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING," will be despatched for San Francisco, via Yokohama, on SATURDAY, the 2nd December, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/₀ from Return Fare; if re-embarking within one year, an allowance of 10 °/₀ will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/₀ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 1st December. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER, Agent.
Hongkong, 11th November, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.

ON TUESDAY, the 5th day of December, 1882, at NOON, the Company's Steamship "SINDH," Commandant Lequerré, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 4th December, 1882.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 4th of December, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 24th November, 1882.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.

(Taking Cargo for YOKOHAMA).

THE "NIIGATA-MARU," Captain WYNN, due here on or about the 3rd Dec., will be despatched as above on FRIDAY, the 8th December, at 4 P.M.

Cargo received on board and Parcels at the Office up to ONE P.M. of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.
H. J. H. TRIPP, Agent.
Hongkong, 30th November, 1882.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco, *via* Yokohama, on TUESDAY, the 12th December, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/₀ from Return Fare; if re-embarking within one year, an allowance of 10 °/₀ will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/₀ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER, Agent.
Hongkong, 24th November, 1882.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BRINDISI," Captain R. W. Haselwood, with Her Majesty's Mails, will be despatched from this for LONDON, *via* BOMBAY and SUEZ CANAL, on TUESDAY, the 12th December, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed *via* Bombay without transhipment, arriving one week later than by the ordinary direct route *via* Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, Superintendent.
Hongkong, 30th November, 1882.

MAILS EXPECTED.

THE INDIAN MAIL.

The steamers *Lennox* and *Japan*, with the next Indian mail, left Calcutta on the 16th November, and may be expected here on or about the 1st December.

THE FRENCH MAIL.

The M. M. steamer *Ava*, with the next French mail, left Singapore on the evening of the 26th November, and may be expected here on or about the 3rd December.

THE AMERICAN MAIL.

The O. and O. steamer *Oceanic*, with the next American mail, left San Francisco on the 11th November, and may be expected to arrive here on or about the 10th December.

STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's steamer *Berenice* left Singapore on the morning of the 22nd, and may be expected here on or about the 1st December.

The steamer *Minard Castle*, from London, leaves Singapore on the 29th November, and may be looked for here on or about the 6th December.

POST-OFFICE NOTICES.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Nagasaki and Yokohama.—Per *Sumatra*, to-day, 1st December, at 11.30 A.M.
For Yokohama and Hiogo.—Per *Glenlyon*, to-day, the 1st December, at 2.30 P.M.
For Saigon.—Per *Bayswater*, to-day, the 1st December, at 4.30 P.M.
For Amoy and Manila.—Per *Diamante*, to-day, the 1st December, at 4.30 P.M.
For Bangkok.—Per *Dale*, to-day, the 1st December, at 5.00 P.M.
For Kudat and Sandakan.—Per *Fokien*, on Monday, the 4th December, at 3.30 P.M.
For Straits Settlements.—Per *Ferntower*, on Monday, the 4th December, at 3.30 P.M.
For Nagasaki and Kobe.—Per *Niigata Maru*, on Friday, the 8th December, at 3.30 P.M.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.
NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.
5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.
7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF PEKING," will be despatched on SATURDAY, the 2nd Dec., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 P.M. Registry ceases.
2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "SINDH," will be despatched on TUESDAY, the 5th Dec., with Mails to and through the United Kingdom, Europe, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE U. S. PACKET.

The United States Mail Packet "ARABIC" will be despatched on TUESDAY, the 12th Dec., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 P.M. Registry ceases.
2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "BRINDISI," will be despatched on TUESDAY, the 12th instant, with Mails for the United Kingdom, Europe, and Countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Mauritius, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

Boxes of letters are sometimes received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions. 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no letter*, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents.
Post Cards, each	3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents.
Do. with return receipt ...	15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

EXTRACTS.

COMING HOME.

"See, here she comes! see, baby, see!
The big ship ploughing the foamy main,
With her flag unfurled to the breezes free—
And father a-coming home again.

"See, the ship draws near to the harbour pier,
And they see us awaiting for them on shore.
Hark, baby! hark! how the people cheer—
And father's a-coming home once more."

So prattles the wife to her baby son,
As she strains her eyes from the dear old land;
While the ship draws near, with her husband dear
Who comes from the plains of Egyptian sand.

They are coming home! Oh! how sweet the sound,
To banish the sorrow from aching hearts,
To gladden the homes so lately crowned
With the terror that war in its course imparts!

And the women weep, and they cheer for joy,
Till anchored at last is the stalwart ship;
And the widow welcomes her only boy,
And the soldier and wife meet lip to lip.

But faces are missed from the gathering throng,
That never on earth shall return again;
And many have waited the whole day long,
To find they have waited and watched in vain.

For the friends they seek have yielded life,
As nobly as ever a life was given;
And as heroes return from the deadly strife,
To enter the golden gates of Heaven.

HERBERT H. ADAMS, in *Public Opinion*.

QUEER STORIES.

SAMUEL PLUMLEY'S MISFORTUNES.

When old John Plumley, the well-known coach builder, departed this life, full of years and respectability, Samuel, his son, reigned in his stead, and became sole proprietor of an old-established and very flourished concern. Samuel was a shrewd man of business, and took the reins with the fixed resolve to make his fortune more speedily than seemed probable under existing circumstances. During his lifetime, the old man had kept the management pretty much in his own hands, and seemed content, so long as his connection steadily increased, to jog along in a somewhat humdrum fashion. But, though the business yielded a substantial income, the enterprising Samuel was by no means satisfied with the financial results, and, considering the wealth and position of the numerous customers, he had some cause for disappointment.

He found, however, no difficulty in extending his business, and, being plausible as well as pushing, he contrived to ingratiate himself with his father's old patrons and to secure many new ones. Order came in faster than they could be executed, and his frequent boast that he would retire upon a fortune before he was forty seemed, from outward appearances, likely to be realised. But, alas! while Samuel was an object of admiration and envy to his friends and neighbours, he was secretly getting more and more discontented with the state of his affairs. The truth was that the long-credit system, which his easy-going father had by no means discountenanced, was neutralising his enterprise and activity. Paradoxical as it may appear to the unsophisticated, his yearly income diminished in proportion as the business increased, by reason of the delay on the part of his customers in settling their accounts. He soon, therefore, arrived at the conclusion that before he could hope to amass a fortune, he must get in all outstanding debts, and avoid giving credit in the future.

But having discovered where the defect in his business lay, Samuel found himself face to face with a very serious difficulty. His father had never presumed to importune a customer for payment, save under very exceptional circumstances, and Samuel, bearing in mind that his *clientèle* consisted chiefly of old-fashioned members of the aristocracy, shrank from departing from this example. The old man was always content to wait patiently until it suited the convenience of his customers to settle their accounts and the chances were that in the long run he did not lose by his leniency. Samuel, was not disposed to follow precedent to such an extent as this, and after much hesitation and deliberation he ventured to send a gently-worded reminder to some of the largest debtors. The boldness of the step filled him with trepidation, and he almost expected his old father to turn in his grave at such profanation. To his great relief, however, no sign of resentment was manifested by his aristocratic patrons. Unfortunately, though, his appeal only had a negative result, and elicited very faint response. A few comparatively small cheques "on account" came to hand, but his fond expectations of receiving substantial remittances proved a complete delusion.

The reader, having had this glimpse behind the scenes, will probably be less surprised than were Samuel Plumley's friends and acquaintances to hear that, shortly afterwards, he figured in the Bankruptcy Court. His failure caused quite a sensation, not only in the neighbourhood, but among his large connection, which extended to all parts of England. His painful position produced much sympathy and commiseration, which increased when it became known that his estate would yield a handsome dividend. His misfortune was generally attributed to the recklessness and inexperience of youth, and the creditor on whose petition he had been adjudicated—an old friend of his father's—was *thought* to have behaved with unnecessary harshness. However, Samuel uttered no complaint, and was content to vindicate his character by paying a dividend of twenty shillings in the pound, whereby he not only earned the gratitude and respect of his creditors, but recovered the good opinion of the world at large.

Having triumphantly passed through the Court, Samuel sent a neat circular to his customers, announcing that he had obtained his discharge, and respectfully soliciting their kind sympathy and assistance to enable him to continue his business as heretofore. He had meanwhile contrived to convey a delicate hint to each of his most important patrons that his failure was really due to their abuse of the credit system. The result was that his old customers rallied round him, partly because they may have felt that they were in some measure responsible for his misfortune, and partly from that conservative spirit which is a marked characteristic of the aristocracy in their dealings with tradespeople. It soon became apparent that Samuel's reputation had not suffered by his bankruptcy, for his business increased with astonishing rapidity, and his customers seemed to vie with one another in contributing to his success. Samuel showed himself fully equal to the occasion, and expanded under the influence of his unexampled prosperity. While giving unremitting attention to the details of his business, and never neglecting an opportunity of extending it, he did not attempt to carry out his contemplated reforms by abolishing long credit. On the contrary, he never thought of rendering an account except under pressure, and appeared to treat his outstanding debts with royal indifference. Apparently experience had taught him that there was wisdom in his father's old-fashioned policy. His patrons seemed to appreciate his delicacy, and returned his confidence by never troubling to inquire into the extent of their indebtedness.

As time went on, Samuel began to launch out in his private expenditure, and took a house at the West-end, where he gave *recherché* little dinners, which soon became famous. He developed a taste for art, and made extensive purchases in that direction. He also fell a victim to the china mania, which was then prevalent, and became an ardent collector of bric-à-brac. But he chiefly prided himself upon his cellar, which certainly contained some choice and expensive vintages. Samuel made a very presentable host, his innate vulgarity being counterbalanced by a vein of genuine humour, while his appearance and manners were in his favour. He found no difficulty in obtaining guests for his bachelor entertainments, and had the proud satisfaction of dispensing hospitality to several of his aristocratic customers. It began to be whispered that Samuel did a little in the money-lending line, and that he owed his popularity chiefly to his readiness to afford "accommodation" on very easy terms. However this might be, it is certain that his guests were by no means impecunious as a rule, while many of them were rich City men, who appreciated his good wine and admired his artistic treasures.

Old-fashioned tradesmen in Samuel's own line of business shook their heads ominously at the reckless proceedings of their successful rival, and when he took to riding in the park on a showy hack, and spending his leisure time at Tattersall's, many gloomy prophecies were uttered. Making every allowance for the prosperous condition of his business, it was not common sense to suppose that it yielded an income which justified such extravagance, especially as it was well known that the same causes which led to his bankruptcy still existed. It was more than suspected that he was running into debt, and when interrogated on the point by those who were interested in his welfare, Samuel did not deny the fact. But he treated friendly warnings and remonstrances with good-humoured indifference, and declared, with his jolly laugh, that life was too short for the exercise of strict prudence and economy. His head seemed turned by prosperity, and his oft-expressed conviction that he was on the high road to fortune began to be regarded as evidence of a disordered imagination.

If anyone had ventured to hint at the bare possibility of his again drifting into bankruptcy, Samuel scoffed at the notion with superb incredulity. "Once bitten, twice shy," he was wont to say, with a wink; at the same time intimating rather mysteriously that he had taken every precaution to guard against such a disagreeable contingency. Nevertheless it did come to pass that within six years of his first failure the ill-omened prophecies of his friends were realised, and Samuel was adjudicated bankrupt for the second time.

Amazement and consternation seized upon his customers when the news became known. It seemed only the other day that most of them had been obliged to discharge their long-outstanding accounts at a moment's notice to a trustee in bankruptcy, and loud complaints were uttered at the early repetition of the same inconvenience. An additional cause of dissatisfaction was that, in the interval, Samuel had raised his prices considerably, so that every one was fairly staggered by the claim made upon him. But perhaps the persons who suffered the greatest shock from his bankruptcy were those whom Samuel had obligingly accommodated with loans to be repaid entirely at their own convenience. Feeling secure in their creditor's easy-going generosity, these confiding individuals had taken him at his word, and returned his civility by raising no difficulties about the rate of interest. Unluckily, as Samuel explained, having had the misfortune to become bankrupt, the management of his affairs passed into the hands of a dry official, who insisted upon an immediate settlement, and the result was that the discomforted debtors had no alternative but to comply with the inexorable demand.

Under the circumstances, it is not surprising that Samuel's fresh misfortune did not elicit the same amount of sympathy that was evinced on the previous occasion. Nevertheless, he bore his ill-luck with remarkable fortitude, and superintended the realisation of his estate with brisk attention to details. The art treasures and the furniture and effects which formed the attraction of his snug bachelor residence were sold by public auction, and fetched fabulous prices. The rich City magnates and the amateur collectors whose acquaintance he had assiduously cultivated attended the sale almost to a man, and bid against one another with frantic energy. A brisk competition also ensued for the contents of his wine cellar, which was found to contain an extraordinary large stock, amounting to some hundreds of dozens. The upshot was that Samuel again paid 20s. in the pound to his creditors, and was honourably mentioned in the public press as a luminous example of commercial integrity.

Meanwhile, however, rumours were beginning to be circulated which rather impugned the purity of our friend's motives. It transpired that the practical result of his bankruptcy was, that after paying his creditors 20s. in the pound, there remained a balance of several thousands. Further investigations disclosed the fact that his first bankruptcy had also left him a handsome fortune, which Samuel had modestly said nothing about. These disclosures put inquiring friends on the alert, and somebody found out that he was a sleeping partner in a flourishing wine business, the natural inference being that he had availed himself of the sale of his effects to get rid of some of the stock-in-trade under favourable circumstances. He was also suspected of having an interest in a well-known firm which dealt in objects of art, and there seemed little doubt that his lavish hospitality had been bestowed with a deliberate purpose.

Whatever foundation, however, there might have been for these rumours, Samuel was generally regarded as a very unlucky individual, and his customers, when the first feelings of surprise and irritation had subsided, began to show symptoms of reviving sympathy. In all probability he might have carried on his business with every prospect of renewing his former success if he had been so minded. But it soon became known that he was animated by widely different aspirations. The following circular, addressed to his patrons, caused mingled astonishment, indignation, and amusement:—

"My Lord,—I beg respectfully to tender my heartfelt thanks for past favours, and to inform you that I have been induced to dispose of my business to a body of gentlemen who propose to form themselves into a Limited Company for the purpose of carrying it on. Although I retain no interest in the business, I have sufficient confidence in the new undertaking to recommend it to your lordship's favourable consideration, and venture to enclose a prospectus.

"I embrace this opportunity to inform your lordship in respectful confidence that my recent failures were not due, as may naturally be supposed, either to mismanagement or to pecuniary embarrassments. The truth is that I found myself in the awkward position of being unable to get in outstanding accounts, and I therefore availed myself of the bankruptcy laws. The result of this expedient, I am happy to say, has exceeded my most sanguine expectations, and I am now able to retire upon a sufficient fortune.

"The kindly interest which your lordship has always manifested in my affairs induces me to mention that having a taste for a country life, I have purchased the late Lord X.'s estate in Norfolk, where I shall permanently reside. I need not add that I shall be proud at any time to offer to any of my former patrons the best hospitality that my poor mansion can afford. I have obtained her Majesty's permission to assume the name and arms of my maternal great grandmother, and I therefore have the honour to sign myself, your lordship's obedient and much obliged servant,—SAMUEL PLUMLEY VANDALEUR."—*Truth*.

CHINESE FORESTS.

The remark is made by a Texas newspaper that "one of the strongest arguments in favour of preserving forests is to be found in Chinese history. The terrible famine which raged in that country several years ago, was brought about by the destruction of the few forests left standing, thereby rendering it impossible for the soils to retain the little rain that fell from time to time."—*Journal of Forestry*.

GRANITE IN A TREE.

Upon splitting a white Oak tree cut down in Nevada county, California, there was found embedded in the heart of the trunk, 60 ft. above the roots, a piece of granite weighing about two pounds. A probable explanation is that the stone had been put in the fork of the tree when it was young, and that the tissue had gradually closed upon it after the manner of the Oak tissue around the egg of the gall fly.—*Journal of Forestry*.

A LIMIT TO RICHES.

The Westminster reviewer, after stating that the increase in the land rents of the kingdom since 1836 has been caused almost entirely by the growth of manufactures, claims for the rest of the community a share of this increment. A large proportion of this increase of rent is of course paid in the form of interest on the capital expended by landowners in draining and other improvements; but the development of the trade of the country, the facilities of transport and other similar causes, have naturally added to the value of land. But these causes have added no less largely to the value of everything else—of works of art, of house, of pictures, and of books. An apportionment of the increased value of these objects would be a matter of some difficulty. The Dukes of Hamilton and of Marlborough might just as fairly be asked to give to the public the increment of value attaching to their first editions since the foundation of their libraries up to the present day, as the landowners their interest in the increment of their land. The growth of manufactures is as responsible for the one as for the other. All consumers might cry out for a share in the business which their consumption stimulated. Drunkards might ask for some share in the profits of the manufacture of glass, and thieves and incendiaries for some share in the profits arising from the construction of safes, the demand for which is greatly enhanced by their efforts. Few problems are more difficult than how to prevent the rich from becoming richer and the poor from becoming poorer. Tom Paine suggested the imposition of a progressive tax upon incomes, so that no estate should produce more than £12,370 clear of the Land Tax and Progressive Tax; at the twenty-third thousand his tax became twenty shillings in the pound, and consequently every thousand beyond that sum could produce no profit but by dividing the estate. The landowner might fall into very much worse hands than those of Tom Paine, whose propositions seem moderate compared with many of those in vogue at present.—*Nineteenth Century*.

A NEVEDA MAN'S BATHING STORY.

"Sinc" Barnes tells a racy [illegible] of his experience at Santa Monica, [illegible] new summer resort of Southern C[illegible]ia. "I was down in that section a [illegible] months ago," said "Sinc," "and pretty nearly busted when I fell in with Jones, the Senator, and told him my condition. He fell right up abreast of the situation and told me he could give me a job. 'I want a lot of men to keep in the water all day to show visitors how delightful surf bathing is. You see these people from the East have acquired a sort of prejudice against the Pacific Ocean, and I want to counteract the feeling. I want you to boss eight men and keep 'em tumbling round in the billows, the sport of the laughing sea, in striped costumes—men who can run out on the beach every ten minutes and tell how warm the water is.'

"Well I caught the idea, and agreed to furnish the crowd for $20 a day, and we closed the bargain. I hired eight men at $1 ahead to bathe there all the afternoon, and I pocketed the balance. I got a green and blue striped suit, with the flag of the Union across the stomach, and rushed about keeping the gang alive. The second day they struck for $2 because the water was so cold. I tried to explain about the trade winds and harvest moon tide, but they wanted the money all the same. Then three quit, but Jones didn't miss 'em, and I kept even financially. Then two froze to death right on the beach, and I had to get a coroner's jury to find a verdict from over-heating in the water. The balance of the gang left, and I had to go it alone. I got so inured to the cold that I could rush out of the water, skip up to the English tourists and tell 'em it was just lovely and keep my teeth still all the while. I got my $20 every night, and spent it all for warm drinks. Then I quit as my constitution was giving way. When I left he had eight Irishmen off the railroad doing the bathing for the hotel, and they had a fire going all the while at the back of some rocks, where the men could warm up between swims. That is a great climate down there."—*Carson City (Nev.) Appeal*.

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Hongkong, 8th May, 1882. 12

CHINA OVERLAND TRADE REPORT, the COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the LATEST AND FULLEST TRADE INTELLIGENCE, REPORTS OF MEETINGS OF COMPANIES, THE LATEST TELEGRAMS, together with the POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

Hongkong, 3rd October, 1877.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 30TH NOV., 1882.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.00 to 3.95
Cotton Yarn, No. 16 to 24, per 400lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T. Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
Grey T. Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.85 to 1.70
Grey T. Cloths, 24yds 36in 8lbs. KO p. pc.	$1.80 to 1.85
Grey T. Cloths, 24yds 36in 8lbs. VV p. pc.	$2.80 to 2.85
Grey T. Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.64
Handkerchiefs, Light Red, per dozen	$0.66 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$1.75 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.23
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.27
White Shirtings, AA, per piece	$1.05 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.50
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.30 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$7.65 to 7.70
Long Ells, MM Assorted per piece	$7.65 to 7.70
Long Ells, HH Scarlet, per piece	$7.75 to 7.80
Long Ells, HH Assorted, per piece	$7.65 to 7.70
Long Ells, H Scarlet, per piece	$7.75 to 7.80
Long Ells, H Assorted, per piece	$7.05 to 7.82
Lastings, DD, per piece	$12.50 to 14.80
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.50 to 2.55
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$5.85 to 5.40
Lead, LB, per picul	$5.30 to 5.35
Lead, Hole Chop, per picul	$5.30 to 5.35
Quicksilver, English, per picul	$54.70 to 55.00
Quicksilver, American, per picul	$55.00 to 55.70
Steel, English, per tub	$3.85 to 3.95
Steel, Swedish, per tub	$4.35 to 4.45
Sheathing Metal, per picul	$21.00 to 25.70
Spelter, per picul	$5.80 to 5.90
Tin, Malacca, per picul	$31.50 to 32.50
Tin, Plates, per box	$4.50 to 4.95

PRODUCE.

Almonds, per picul	$33.00 to 33.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$78.00 to 78.50
Birds' Nests, 1st quality, per picul	$1,850 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$18.50 to 20.50
Camphor, Baroos, clean, per picul	$3,500 to 3,600
Camphor, Refuse, per picul	$1,800 to 1,050
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$20.00 to 26.50
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 21.50
Copper, Sheathing, Japan, per picul	$20.70 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 15.80
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.60
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.10 to 17.50
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 4.4.5 to 4.5.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 235
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.5.0 to 18.0.0
Hams, Superior, per picul	Tls. 23.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$30.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.80
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 5.5.0 to 5.6.5
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.65 to 1.68
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.92 to 1.94
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Patchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,000 to 3,002
Rhinoceros Horn, Mother, per picul	$3,000 to 3,402
Rice, Siam, No. 1, per picul	$1.95 to 1.98
Rice, Siam, No. 2, per picul	$1.80 to 1.83
Rice, Siam, milled No. 1, per picul	$1.82 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.97 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.75 to 4.85
Pepper, White, per picul	$19.40 to 19.70
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.51
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.30 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 23.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pol.	$7.00 to 7.10
Sugar, Shek-lung, White, No. 2, p. pol.	$6.15 to 6.35
Sugar, Shek-lung, Brown, per picul	$4.05 to 4.10
Sugar Candy, Shek-lung, per picul	$9.20 to 9.35
Sugar Candy, Foochow, per picul	$9.75 to 9.80
Sugar Candy, Swatow, White, per picul	$6.75 to 7.85
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.13
Wheat, Japan, per picul	$2.15 to 2.13
Wood Oil, per picul	Tls. 6.3.0 to 6.3.5
Window Glass, per box	$3.65 to 3.75

SHIPPING IN THE CHINA WATERS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
HONGKONG.						
STEAMERS.						
Arabic	Nov. 27	W. G. Pearne	Brit. str	4336	O. & O. S. S. Co	S. Francisco
Bayswater	Nov. 15	R. Walker	Brit. str	1039	Melchers & Co	
Canton	Nov. 23	J. C. Jaques	Brit. str	1095	Bun Hin & Co	
China	Nov. 29	Schner	Ger. str	648	Yuen Fat Hong	Swatow
City of Peking	Nov. 19	G. G. Berry	Am. str	5079	P. M. S. S. Co	S. Francisco
Consolation	Oct. 31	Lindsay	Brit. str	764	Jardine, Matheson & Co	
Crusader	Nov. 13	Rowin	Brit. str	647	Chang Wo Cheong	
Dale	Nov. 24	E. Allason	Brit. str	644	Jardine, Matheson & Co	Bangkok
Diamante	Nov. 21	R. F. Cullen	Brit. str	514	Russell & Co	Manila
Esling	Nov. 22	Salmon	Brit. str	1344	Siemssen & Co	
Easington	Nov. 23	Greig	Brit. str	1137	Captain	
Emuy	Nov. 23	Ortuzar	Span. str	314	Remedios & Co	
Ferntower	Nov. 27	Kelley	Brit. str	700	Bun Hin & Co	
Fokien	Nov. 30	J. C. Abbott	Brit. str	509	Douglas Lapraik & Co	Sandakan
Gleniffer	Nov. 26	G. Benoit	Brit. str	1604	Jardine, Matheson & Co	
Glenlyon	Nov. 29	Gedye	Brit. str	1375	Jardine, Matheson & Co	Hiogo
Hwai-yuen	Nov. 29	Wilson	Chi. str	984	C. M. S. N. Co	
Keelung	Nov. 26	Schultz	Brit. str	919	Butterfield & Swire	
Namoa	Nov. 28	G. Westoby	Brit. str	862	Douglas Lapraik & Co	Coast Ports
Nestor	Nov. 30	Nish	Brit. str	1450	Butterfield & Swire	London
Odin	Nov. 12	Sorensen	Nor. str	959	Sooy Shing	Saigon
P. D. Grosse	Oct. 14	Schrook	Rus. str	543	Melchers & Co	
Remus	Nov. 25	Hill	Brit. str	653	Dunn, Melbye & Co	
Shun-on	Nov. 29	Blumenberg	Am. str	136	Chinese	
Sumatra	Nov. 26	Fairtlough	Brit. str	1408	P. & O. S. N. Co	Yokohama
Thales	Nov. 29	Harris	Brit. str	820	Douglas, Lapraik & Co	
Tannadice	Nov. 28	Green	Brit. str	2000	Gibb, Livingston & Co	Melbourne
Volga	Nov. 20	Temple	Fren. str	1049	Messageries Maritimes	Yokohama
Yangtsze	Nov. 30	E. Lee	Brit. str	784	Siemssen & Co	Shanghai
SAILING VESSELS.						
Agnes Muir	Sept. 29	James Lowe	Brit. sh	851	Gibb, Livingston & Co	Iloilo
Andreas	Nov. 27	F. Hoyer	Ger. bk	423	Siemssen & Co	
Anna Bertha	Nov. 27	H. Krause	Ger. bk	468	Chinese	
Asia	Nov. 30	C. Haack	Ger. sch	380	Wieler & Co	
Bonito	Nov. 14	H. Haase	Ger. bk	524	Wieler & Co	
Centaur	Nov. 24	C. Offerson	Ger. bk	468	Wieler & Co	
C. F. Sargent	Nov. 21	Atherton	Amr. sh	1704	Borneo Co	
C'rine Marden	Nov. 13	W. Marden	Brit. sch	287	Wieler & Co	
Christian	Nov. 8	C. Kossow	Ger. sch	250	Carlowitz & Co	Hamburg
Clara	Nov. 30	Lentig	Ger. bk	419	Melchers & Co	
Conquest	Nov. 20	Henry Cairn	Amr. bk	516	Ed. Schellhass & Co	
Courier	Nov. 8	Bartlott	Brit. bk	320	Ed. Schellhass & Co	
C. Rodbertus	Nov. 23	Schultz	Ger. bk	566	Captain	
Dona	Nov. 22	H. Meyer	Ger. sh	1259	Melchers & Co	
Ella S. Thayer	Oct. 22	Davies	Amr. sh	1093	Russell & Co	
Eric's Isle	Aug. 20	J. Fleming	Brit. sh	1798	Gibb, Livingston & Co	
Erlkonig	Nov. 27	A. Nousch	Ger. bk	456	Siemssen & Co	
Fano	Nov. 27	N. Mortensen	Dan. bk	227	Ed. Schellhass & Co	
Ferdinand	Nov. 21	Westergaard	Ger. bk	416	Wieler & Co	
F'cess Amanda	Nov. 28	H. Borgward	Ger. bk	370	Wieler & Co	
Friederike	Nov. 6	Wieriches	Ger. sh	1398	Melchers & Co	
Gloaming	Oct. 18	Densmore	Brit. sh	1498	Russell & Co	New York
Hammonia	Nov. 21	Weller	Ger. bk	408	Chinese	
Helene	Nov. 28	J. Inkster	Brit. bk	433	Melchers & Co	
Hieronymus	Nov. 19	M. Ipland	Ger. bk	425	Wieler & Co	
H. Upmann	Nov. 15	H. G. Weber	Ger. bk	427	Captain	
Ingeburg	Nov. 21	H. Ipland	Ger. bk	386	Captain	
J. Harkness	Oct. 28	Amsbury	Amr. bk	1373	Adamson, Bell & Co	
Juno	Nov. 29	Buckwaldt	Ger. bk	517	Melchers & Co	
M. A. Dixon	Nov. 30	J. Cooke	Brit. bk	415	Ed. Schellhass & Co	
Malvina	Nov. 26	Klinge	Ger. bk	479	Wieler & Co	
Marina	Oct. 13	Langlois	Brit. bk	634	Adamson, Bell & Co	
Martha Davis	Nov. 17	M. Beuson	Amr. bk	871	Russell & Co	
Meteor	Oct. 24	Horstmann	Ger. bk	594	Arnhold, Karberg & Co	London
Mommsen	Sept. 29	A. R. Wilms	Ger. sh	1250	Russell & Co	New York
N. Boynton	Oct. 11	Nason	Amr. bk	1065	Douglas Lapraik & Co	
Nonpareil	Nov. 9	Finlayson	Brit. bk	399	Cheong Woo	
Printemps	Nov. 30	F. Garllard	Fren. bk	357	Carlowitz & Co	
Prosperity	Aug. 21	Michaelsen	Siam. bk	476	Chinese	
Ramier	Nov. 23	G. Javary	Fren. bg	280	Carlowitz & Co	
Raven	Nov. 14	J. Whiting	Brit. bk	343	Ed. Schellhass & Co	
Satsuma	Nov. 16	Lord	Brit. bk	364	Ed. Schellhass & Co	
S. D. Carleton	Oct. 9	Freeman	Amr. bk	884	Order	
Solidor	Nov. 28	C. Schroder	Brit. bk	240	Captain	
Solveig	Nov. 6	Olsen	Nor. bk	602	Ed. Schellhass & Co	
St. Ideno	Nov. 16	F. Durand	Fren. bk	383	Carlowitz & Co	
Ta-lee	Nov. 29	Schulze	Ger. bk	342	Siemssen & Co	
Tek Li	Nov. 15	Buckholdt	Brit. bk	400	Captain	
Thoon Kramom	Nov. 25	Vorrath	Siam. bk	475	Siemssen & Co	
Three Brothers	Oct. 30	Kahloke	Brit. bk	366	E Tye Hong	
Valparaiso	Nov. 27	F. Meyer	Ger. bk	486	Melchers & Co	
Young Siam	Nov. 20	W. Saxtorph	Siam. sh	701	Chinese	
SWATOW.						
IN PORT ON 18TH NOVEMBER, 1882.						
Kolga	—	—	Brit. bg	359	—	
Perle	—	—	Brit. bk	401	—	
Smiling Morn	—	—	Brit. sch	214	—	
Trait d'Union	—	—	Fren. bk	355	—	
AMOY.						
IN PORT ON 24TH NOVEMBER, 1882.						
Alex. Newton	Nov. 16	Newton	Brit. bk	308	Boyd & Co	
Assens	Nov. 13	Vandel	Dan. bk	255	H. A. Petersen & Co	
Cingalee	Nov. 18	J. Pringle	Brit. bk	336	Pasedag & Co	
Emily	Nov. 9	Crichton	Brit. bg	296	Boyd & Co	
H. Bremer	Nov. 12	J. Bremer	Ger. sch	332	H. A. Petersen & Co	
Hilda Maria	Nov. 18	E. Tonnis	Ger. bk	270	Pasedag & Co	
Juno	Nov. 20	Nielsen	Ger. bk	268	Pasedag & Co	
Magenta	Nov. 18	Coalfleet	Brit. sch	329	Pasedag & Co	
Nicoline	Nov. 13	Mahlmann	Ger. sch	331	Pasedag & Co	
Oscar Mooyer	Nov. 6	H. Johannsen	Ger. bk	360	H. A. Petersen & Co	
Rachel	Nov. 21	Affleck	Brit. bk	282	Boyd & Co	
Sibirien	Nov. 14	Schultz	Ger. bk	365	H. A. Petersen & Co	
Wagrien	Nov. 8	Dibbern	Ger. sch	179	H. A. Petersen & Co	
SHANGHAI.						
IN PORT ON 25TH NOVEMBER, 1882.						
Antwerp	Nov. 13	Smith	Brit. bk	1031	Frazar & Co	
Brenda	Nov. 19	Swensen	Brit. bg	291	Captain	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
Foochow	Oct. 20	Guldberg	Siam. bk	301	Siemssen & Co	
Guiding Star	Nov. 22	Schingter	Brit. bk	—	Mackenzie & Co	
H. E. Tapley	Aug. 18	Finlayson	Brit. sh	946	Nils Moller	
Jane Woodburn	Nov. 8	Desborough	Brit. bk	299	G. G. Hopkins	
John Bunyan	Nov. 5	Hilton	Brit. bk	1193	C. & J. Trading Co	
John Potts	Nov. 7	Brown	Brit. bk	373	Morris & Co	
Kolga	Oct. 25	Kielseth	Brit. bk	511	Russell & Co	
K'masaku Maru	Nov. 16	Elles	Jap. bk	464	M. B. Kwaisha	
Leander	Aug. 15	Hamilton	Brit. bk	816	Melchers & Co	
Louisa	Nov. 11	Schierlach	Ger. sch	245	Ed. Schellhass & Co	
Martha	Nov. 7	McPearson	Brit. bk	853	Morris & Co	
Saturn	Nov. 7	Maas	Ger. bk	483	Captain	
Sofia	Nov. 8	Pehrsson	Swed. bk	280	Russell & Co	
Star of India	Nov. 22	Parslow	Brit. bk	—	Melchers & Co	
Tetuan	Nov. 19	Hyne	Brit. bk	437	J. J. Buchheister	
Zebina Goudey	Oct. 21	Cook	Brit. bk	1037	Melchers & Co	
NAGASAKI.						
IN PORT ON 18TH NOVEMBER, 1882.						
J. H. Pendleton	Nov. 16	Colcord	Amr. bk	938	Holme, Ringer & Co	
Lee Yih	Nov. 15	Cargill	Brit. bk	219	Holme, Ringer & Co	Chefoo
Kozaki Maru	—	Christensen	Jap. bk	400	M. B. M. Co	
Su'oura Maru	Nov. 17	Spiegelthal	Jap. bk	925	M. B. M. Co	
YOKOHAMA.						
IN PORT ON 18TH NOVEMBER, 1882.						
Ada	Nov. 1	Goulder	Brit. sch	50	H. Cook	
Alert	Oct. 25	Park	Amr. sh	1154	Fraser, Farley & Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
Cremona	Oct. 28	Gove	Amr. bk	608	Frazar & Co	
Diana	Oct. 31	Peterson	Am. sch	64	Captain	
Elmiranda	Oct. 29	Staples	Amr. bk	656	Walsh, Hall & Co	
Else	June 24	Holm	Ger. bg	287	P. Bohm	
Frank Carvill	Oct. 29	Chapman	Brit. sh	1489	A. J. Macpherson	
Helena	Nov. 1	Bischof	Am. sch	40	M. Ginsbuy	
Ohude	Oct. 18	Wilson	Am. sch	40	Captain	
Osaka	Oct. 29	Lowe	Brit. bk	575	Corner	
Otome	Oct. 31	Hardy	Am. sch	30	Owston, Snow & Co	
Otsego	Oct. 13	E. Pierce	Am. sch	36	Captain	
Oswald	July 21	Hoysen	Ger. bk	445	P. Bohm	
Otter	Nov. 16	Littlejohn	Am. sch	60	J. E. Collyer & Co	
Queen Emma	May 21	Dow	Brit. bk	314	Walsh, Hall & Co	
Roderick Hay	Nov. 9	Nicholson	Brit. bk	290	Jardine, Matheson & Co	
Royal Tar	Nov. 15	Stott	Brit. bk	598	O. & O. & Co	
Sophie	Oct. 29	L'aschaffsky	Rus. bg	330	North Pacific Co	
Zephyr	Oct. 16	Ewart	Brit. sch	250	P. Hodnett	

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
MANILA.						
IN PORT ON 15TH NOVEMBER, 1882.						
Annapolis	Sept. 13		Brit. bk	913	Peele, Hubbell & Co	
Antoinette	Sept. 13		Swd. bk	1014	F. Richardson & Co	
C. Lequellie	Oct. 26		Fren. bk	502	Peele, Hubbell & Co	
Comet	Sept. 8		Ger. sh	1157	Ker & Co	Liverpool
Craigendarroch	Sept. 4		Brit. bk	946	Ker & Co	Liverpool
Dido	Sept. 8		Ger. bk	695	C. Heinszen & Co	
Faith	Oct. 27		Brit. bk	481	Tillson, Herrman & Co	
George Treat	Oct. 26		Amr. bk	639	Ker & Co	
Gustav & Oscar	Nov. 4		Ger. sh	1352	Macleod & Co	London
Hectanooga	Sept. 30		Brit. sh	1013	Peele, Hubbell & Co	
Hotspur	July 22		Brit. bk	523	Smith, Bell & Co	Tientsin
Mary L. Stone	Oct. 4		Amr. sh	1458	Macleod & Co	New York
Mindoro	Oct. 17		Amr. sh	1021	Ker & Co	
Nearchus	Sept. 26		Amr. sh	1287	Smith, Bell & Co	New York
P'dent Simson	June 28		Ger. bk	1205	Smith, Bell & Co	Liverpool
Salisbury	Sept. 13		Ger. sh	1113	Smith, Bell & Co	Channel
Sofiid	Sept. 19		Nor. bk	526	T. Herrmann & Co	
Tanjore	Aug. 31		Brit. bk	933	Peele, Hubbell & Co	Liverpool
Teresa	Oct. 7		Span. bk	537	Marcaida & Granados	
CEBU.						
IN PORT ON 15TH NOVEMBER, 1882.						
Billy Simpson	Nov. 9		Brit. bk	431	Smith, Bell & Co	Hongkong
Lightning	Oct. 30		Brit. sh	1638	Smith, Bell & Co	New York
Luzon	Nov. 9		Amr. sh	1390	Macleod & Co	New York
Molbrok	Oct. 20		Brit. bk	870	Smith, Bell & Co	Liverpool
Nardoo	Nov. 2		Brit. bk	372	J. Smith	Sydney
ILOILO.						
IN PORT ON 15TH NOVEMBER, 1882.						
Jacoline	Oct. 25		Ger. bk	417	Austen & Co	
BANGKOK.						
IN PORT ON 11TH NOVEMBER, 1882.						
Ban Lee	Sept. 17	Schumacher	Siam. bk	360	Poh Chin Soo	
Bua Pan	Mar. 2	Hansen	Siam. sh	574	Poh Hee	
China	Mar. 8	—	Siam. bg	190	Chesua Pan	
Citadel	Oct. 20	Locain	Brit. sch	246	P. T. & Co	
Confucius	Oct. 21	Simpson	Siam. sch	238	Poh Pau	
Courrier	Sept. 27	Schmiegelow	Siam. bk	362	Wang Lee	
Doretta	Mar. 18	Gomard	Siam. bg	290	Phra Wichit	
Goliah	Sept. 11	Hujes	Siam. bk	542	Poh Saun	
Hap Guan	Sept. 18	Dillwitz	Dut. sch	280	Hap Guan	
Hong Seng	May 3	—	Siam. bk	316	Chinese	
Hoi Cheong	Nov. 9	Plottner	Brit. bk	325	Tan Hock Poh	
Hermine	Nov. 5	Loungren	Swd. bk	289	Captain	
Hero	Sept. 12	Gomard	Siam. bg	175	Phra Wichit	
Kim Chy Seng	Sept. 17	—	Siam. sch	—	Chinese	
Long Hin	Oct. 12	Chinese	Siam. bg	215	Chinese	
Louis Eugene	Nov. 3	Guernion	Fren. bk	438	E. Bonneville	
Mercury	Mar. 2	—	Siam. bg	—	Chinese	
Papa de Rossi	Sept. 14	Denicolini	Ital. bk	535	M. J. & Co	
Prima	Oct. 26	Holm	Swd. bk	507	Jucker, Sigg & Co	
P'cess Saraphi	Sept. 9	Munchau	Siam. bk	454	M. J. & Co	
Q. of England	Oct. 19	Otten	Siam. sh	512	Poh Chin Soo	
Rajah	Oct. 8	Chinese	Brit. sch	35	Davodbhoy	
Rapid	Aug. 15	Steinbring	Siam. bk	429	Chinese	
Siamese Crown	Aug. 11	Martin	Siam. sh	539	Poh Kian	
Tjiab Bie	Oct. 4	Millington	Dut. sch	162	Hap Guan	
Union	Oct. 23	Orton	Brit. sch	331	Chinese	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where at.
Albatross	screw sloop	4	840	Com. Errington	Chefoo
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Hongkong
Cleopatra	corvette	14	2610		Shanghai
Curacoa	corvette	14	2540	Captain S. Long	Yokohama
Daring	composite sloop	4	920	Com. F. J. J. Elliott	Kobe
Encounter	steam corvette	14	2130	Captain G. Robinson	Hongkong
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Kobe
Fly	double-screw gun-vessel	4	490	Com. John Hope	En route H'kong
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	En route S'dakan
Iron Duke	double-screw iron frigate	14	4270	Captain R. E. Tracey	Hongkong
Kestrel	double-screw gun-vessel	4	830	Commander E. Hotham	Amoy
Lily	screw gun-vessel	3	830	Commander Evans	Hongkong
Magpie	surveying vessel	3	600	Lieut.-Com. A. Carpenter	Kobe
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Moorhen	gunboat	4	390	Lieut.-Com. J. H. Corfe	Yokohama
Pegasus	sloop	6	970	Com. E. F. Day	Singapore
Sheldrake	gunboat	4	370	Lieut.-Com. M. Bridger	Shanghai
Swift	double-screw gun-vessel	5	1010	Commander Collins	Foochow
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Hongkong
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Chefoo

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Name.	Flag.	Guns.	H.P.	Captain.	Where at.
Abreck	Russian gunboat	7	390	Captain Schanz	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	Vladivostock
Ashuelot	American corvette	6	250	Commander H. E. Mullen	Kobe
C'toforo Colombo	Italian corvette	—	10	Captain Labrano	En route S'pore
D. of Edinburgh	Russian ironclad	18	900	Captain Giers	Nagasaki
Elizabeth	German corvette	15	400	Hollmann	Amoy
Ermak	Russian transport	—	80	Captain Koltchan	Nagasaki
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Gravina	Spanish cruiser	—	—	Don Fabian Montojo	Shanghai
Iltis	German gunboat	8	100	Commander Klausa	Shanghai
Kersaint	French corvette	—	375	Commander Beaumont	Hongkong
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Hongkong
Legaspi	Spanish transport	—	—	Don R. V. Buenaplata	Singapore
Lutin	French gunboat	4	100	Captain Rouvier	Shanghai
Marq. del Duero	Spanish des.-ves.	—	—	E. Diaz Moreu	Manila
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Chefoo
Morge	Russian gunboat	7	80	Commander Tatarinoff	Japan
Norpa	Russian gunboat	7	80	Commander Valrondt	Chefoo
Palos	American gunboat	6	200	Lieut.-Commander Green	Kobe
Plastoun	Russian corvette	8	—	Captain Poliansky	Nagasaki
Richmond	American frigate	14	800	Captain Skerrett	Yokohama
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Petersburg	Russian transport	6	—	Captain Sideneher	Vladivostock
Stosch	German corvette	19	700	Captain von Blanc	Yokohama
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Singapore
Velasco	Spanish cruiser	—	—	Don José Warlata	Manila
Vestnik	Russian cruiser	—	—	Captain Avelan	Nagasaki
Villars	French gunboat	15	600	Captain Dewatre	Shanghai
Vostock	Russian gunboat	4	—	Commander Molchonsky	Japan
Wolf	German gunboat	4	340	Commander Strauch	Chefoo

CANTON GUNBOAT SQUADRON.

Name.	Flag and Rig.	Guns	Tons	H.P.	Commander.	Station.
An-lan	Viceroy's gunboat	7	250	75	—	Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chiên-to	Viceroy's gunboat	7	250	75	J. Stewart	Canton
Chiên-jui	Revenue cruiser	3	80	17	—	Hongkong
Cheung-wan	—	—	—	—	—	West Coast
Ching-on	Revenue cruiser	2	30	20	Chung-wing-fai	Canton River
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-choug-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Hongkong
Mun-len-ching	Viceroy's gunboat	—	—	—	—	Foochow
Peng-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	Hongkong
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts
Tchun-tung	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
Quang-on	Viceroy's gunboat	4	120	40	Lio-ping-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Lin	Hongkong

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